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AMADOR COUNTY

REGIONAL

TRANSPORTATION

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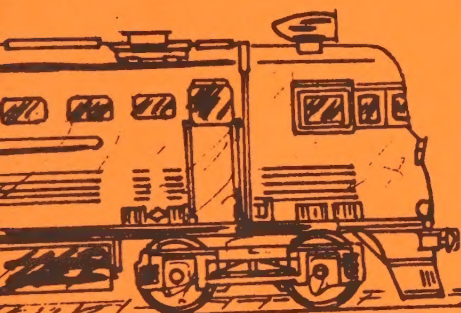
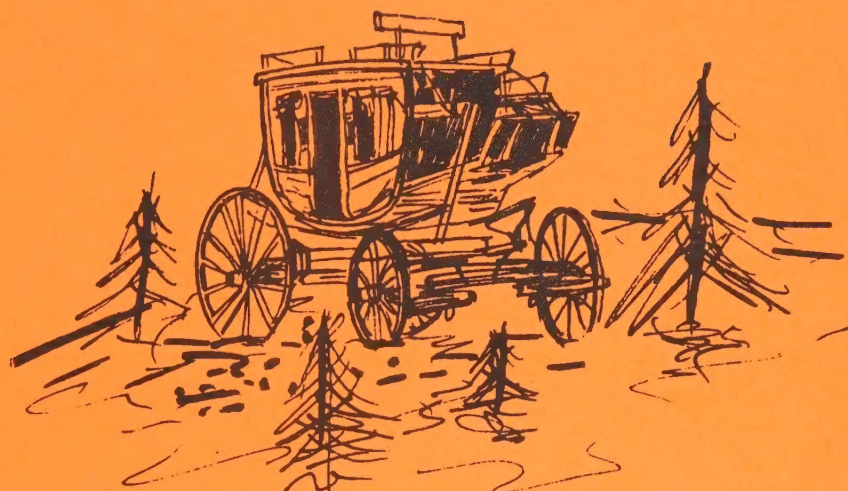
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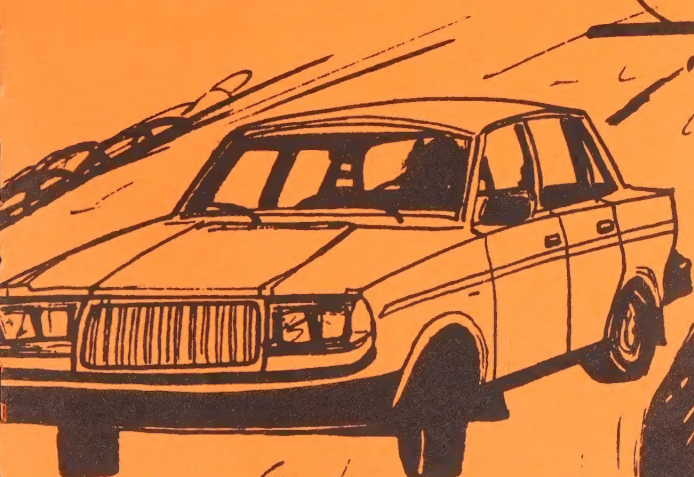
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1984 UPDATE

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This report prepared for:
Amador County Transportation Commission

By:

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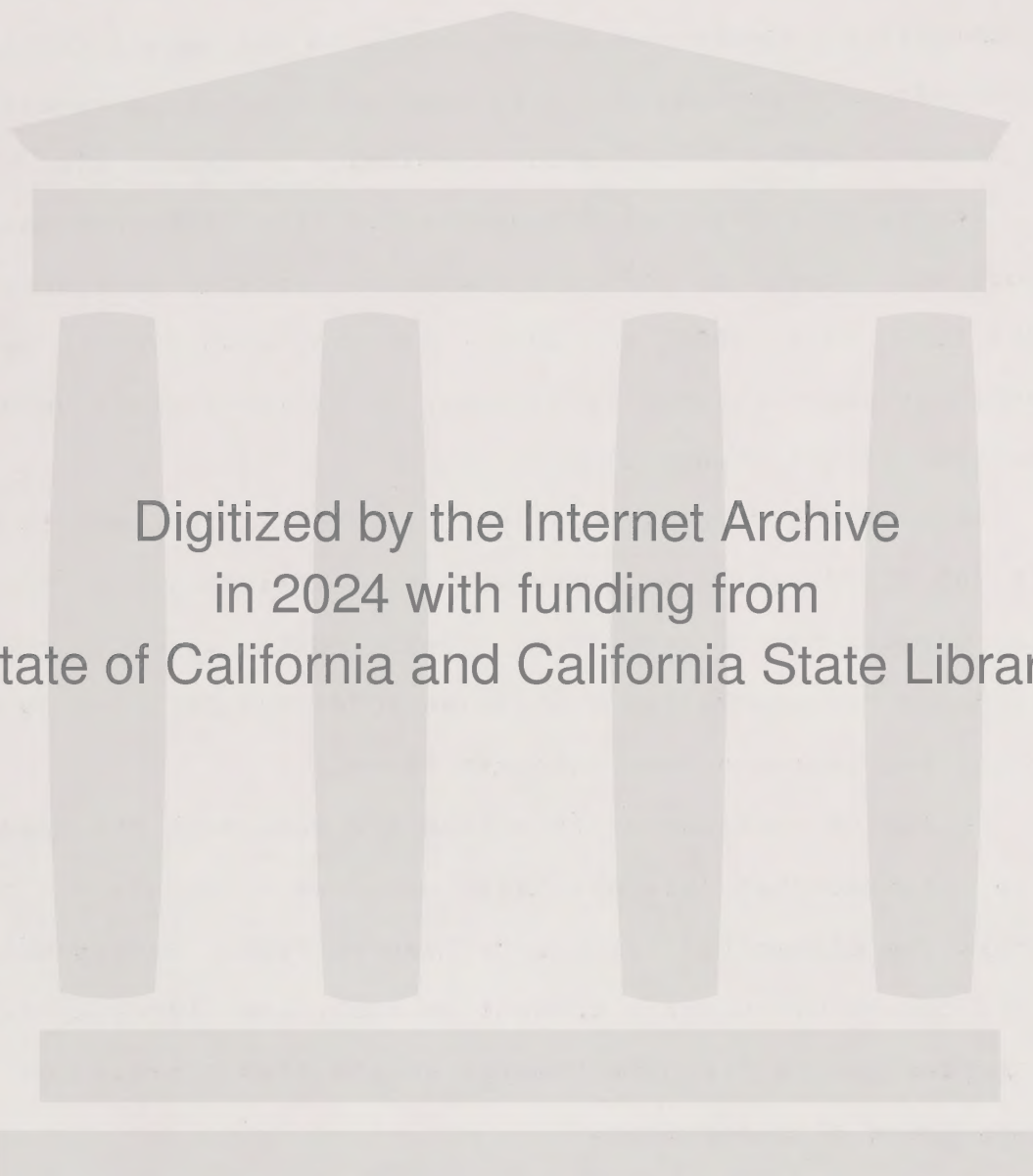
FOREWORD

In 1972, Assembly Bill 69 added Chapter 1253 to the California Statutes. This bill established the California Department of Transportation (Caltrans) and required the development of statewide and regional transportation plans. The designated Regional Transportation Agency for Amador County is the Amador County Transportation Commission. This commission is often referred to as the Amador Local Transportation Commission or Amador LTC.

The initial Regional Transportation Plan (RTP) for Amador County was adopted in 1975 and subsequent updates were prepared in 1976, 1977, 1978, 1980, and 1982. To date, each RTP for Amador County has been prepared by District 10 Caltrans staff under the direction of the Amador LTC.

This 1984 RTP Update has been prepared in response to Assembly Bill 402 (1977) which requires either an affirmation of the last RTP or an Updated RTP be submitted. These Updates are due to the California Transportation Commission (CTC) and Caltrans by November 1 every two years on even numbered years.

Following adoption of this 1984 RTP Update by the Amador LTC, it is intended that this plan also serve as an update for the Circulation Element of the County General Plan. Before qualifying as the County Circulation Element in 1982, the plan was reviewed by the Amador County Planning Commission and then approved by the County Board of Supervisors.



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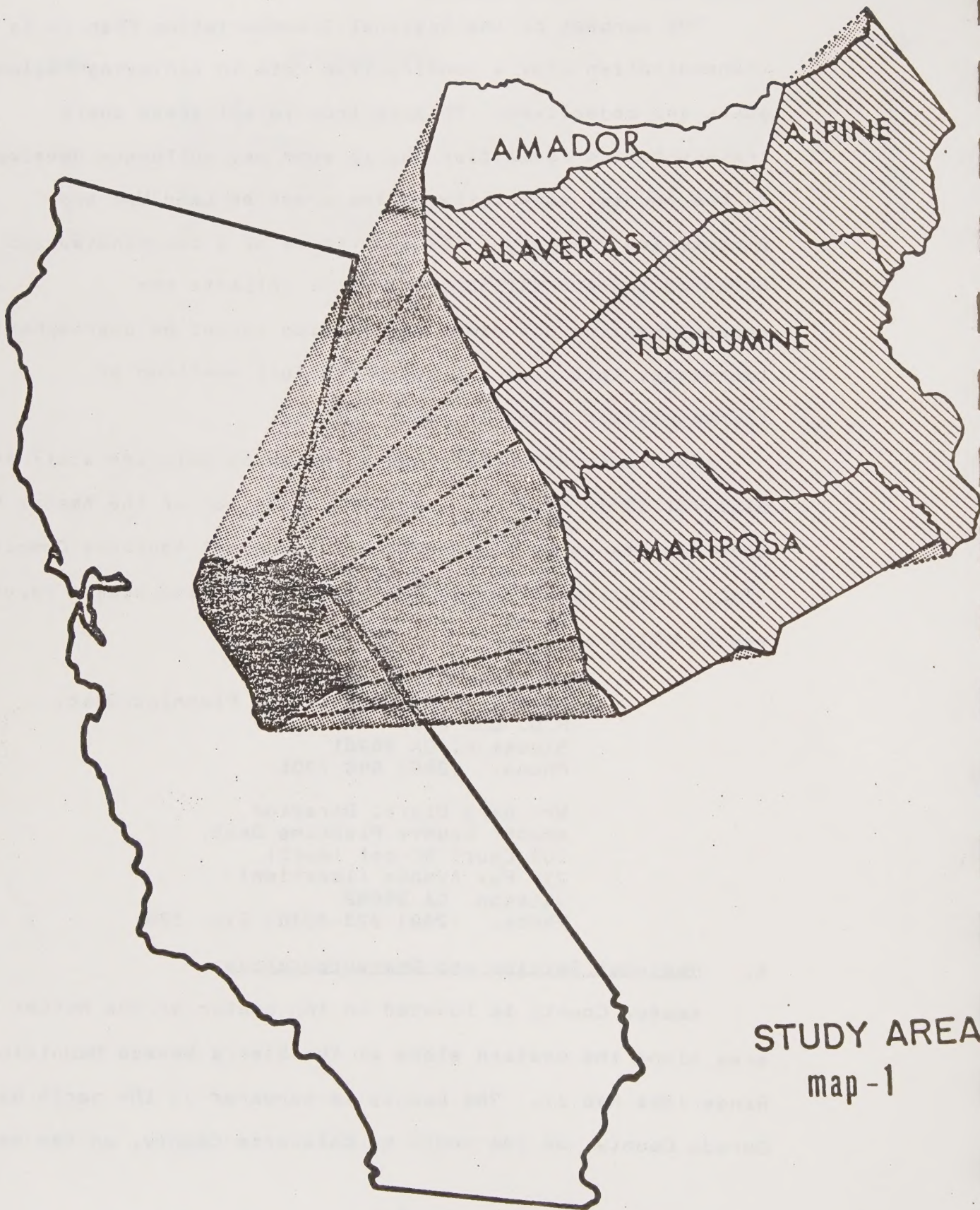
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STUDY AREA
map-1

Sacramento and San Joaquin Counties, and on the east by Alpine County. There are five (5) incorporated cities in the county; Ione, Amador City, Plymouth, Sutter Creek, and Jackson, the county seat.

According to the 1984 Department of Finance estimate for Amador County, the total population for Amador County was 21,550 and distributed as follows:

TABLE 1

1984 POPULATION IN AMADOR COUNTY

Amador City	140
Ione	2,230
Jackson	2,650
Plymouth	690
Sutter Creek	1,730
Unincorporated	<u>14,110</u>
TOTAL	21,550

The estimated 1984 population of 21,550 represents an increase of 11.3%, or 2,186 persons over the 1980 population of 19,314. In 1980, approximately 51% of the population was male, 19.9% were under 16 years of age, 23.6% were 60 years or older, and the median age was 37.6 years which is much higher than the statewide figure of 29.9. The ethnic classifications included 18,411 whites, 152 blacks, 336 American Indians, and 415 for nine other groups.

According to the California Employment Development Department report dated May 1984, the three major employment industries in the county are Government (28.4%), Wholesale/Retail trade (22.7%), and Manufacturing (17.5%). Unemployment rates in Amador County have exceeded the statewide average in recent years and are a major concern. These high

rates have been primarily caused by a decline in the housing and related industries. However, the county has experienced a renewed interest in the mining and wine industries in recent years. These industries, along with manufacturing, construction, services, and trade are expected to show modest gains through 1985. The unemployment rate should slow down when compared to 1983, as shown in Table 2.

TABLE 2*
EMPLOYMENT AND UNEMPLOYMENT IN AMADOR COUNTY

<u>Items</u>	<u>1982</u>	<u>1983</u>	<u>Forecast</u>	
			<u>1984</u>	<u>1985</u>
Civilian Labor Force	7,975	8,125	8,350	8,850
Employment	6,800	7,000	7,300	7,800
Unemployment	1,175	1,125	1,050	1,050
Unemployment Rate	14.7	13.8	12.6	11.8

* Data provided by State Employment Development Department.

The current abundance of available ownership housing in the county is a result of current economic conditions (e.g. high interest rates and high unemployment). However, available rental housing in the county is rated low (i.e. low vacancy rate). This condition exists because of temporary housing needs for seasonal workers, such as recreational and construction, who are not permanent residents of Amador County.

Because of its rural nature and sparse density, transportation in Amador County is automobile oriented. State

highways serving the county are Routes 16, 26, 49, 88, 104, and 124. These routes interconnect with a network of major and minor county roads which serve the local communities.

The Amador County Rapid Transit System (ARTS) is a joint powers entity that includes Amador County, the Cities of Amador, Ione, Jackson, Plymouth, and Sutter Creek. The City of Jackson, not a member prior to 1983, applied for membership and now is represented on the Board of Directors of ARTS. ARTS began operation in December 1976 with funding provided from SB 325, the Local Transportation fund. Ridership increased between April 1978 and April 1979 from 1,800 passengers per month to 2,200 passengers per month. During the next seven months, ridership increased to over 3,000.

The Amador Rapid Transit System (ARTS) provides bus service to each city in the county on a regular schedule Monday-Friday. It also provides hourly shuttle service between Jackson and Sutter Creek. ARTS is one of the more active bus systems in California serving a rural county with less than 25,000 population.

The reader should be aware that for development of this 1984 RTP Update, Amador County, along with the five incorporated cities in the county, was contacted and requested to provide input to the plan.

This effort to include these cities (Jackson, Ione, Sutter Creek, Amador City, and Plymouth) in the RTP process will result in a more diversified plan that reflects multi-agency transportation programs. However, due to limited

staffs and detailed programs of these cities, some desired information may not be available by the publishing date. Future RTP Updates will attempt to increase participation by the cities and fill any voids that appear in this 1984 RTP Update.

II. POLICY ELEMENT

The purpose of the Policy Element of the Regional Transportation Plan (RTP) is to integrate the RTP with other regional Goals, Objectives, and Policies. To ensure this integration, the RTP guidelines adopted by the California Transportation Commission (CTC) state that the Policy Element shall:

- . Identify transportation goals consistent with regional comprehensive goals.
- . Identify and analyze regional transportation issues considering all forms of transportation services, public and private.
- . Set forth pragmatic short- and long-range objectives and policies that consider probable funding constraints and present clear and concise guidance to State and local officials.
- . Present regional input for consideration in the State evaluation of significant transportation issues in the Biennial Report.

The Policy Element of the 1984 Amador County RTP contains the following sections:

1. Assumptions upon which the plan has been developed;
2. Projections upon which the plan has been developed;
3. Transportation-related issues that the LTC is presently confronted with;
4. Transportation Goals, Objectives and Policies; and
5. Relationship of the RTP with other plans.

A. ASSUMPTIONS

The 1975 RTP and subsequent plan updates listed assumptions on which the previous plans were based. Most of those assumptions remain valid today. Following is an updated list of assumptions used in developing this 1984 RTP Update:

1. That the population of Amador County will increase from about 19,500 in 1980 to about 34,900 in 2000, and that housing and employment will keep pace with population growth.
2. That fuel will continue to be available, but slightly more expensive by current standards.
3. That the automobile will continue to be the primary choice for travel by residents of this rural county.
4. That recreation-oriented travel will continue to be the major user of State highways in the county.
5. That transit service for the increasing number of elderly and handicapped persons residing in the county may need to be expanded.
6. That plan projections will not be upset by such catastrophes as war, economic depression, or major natural calamities.
7. That projected growth will require commensurate transportation facilities.
8. That available transportation financing will not keep pace with the increasing needs of Amador County.
9. That new road construction will be minimal or nonexistent.
10. That increased employment will attract out-of-county residents as employees.

B. PROJECTIONS

The following projections reflect current trends and predicted changes in Amador County over the next few years.

1. Population and Housing

Between 1970 and 1980, Amador County experienced a population increase of 63.4%, which is much higher than the statewide average of 18.5%. These increases are attributed primarily to the large number of persons abandoning the urban metropolis for the more serene rural life style. In general, many of the new

developments to accommodate this increase in population are taking place in the areas east of Sutter Creek and Jackson and along the Highway 88 corridor east of Jackson.

The Amador County Planning Department states that there are enough lots and undeveloped land to accommodate the natural and migrational population increase projected. However, there are increasing problems related to sewers, water supply, and county-private road maintenance as existing developments "in-fill" and services are extended into new undeveloped adjacent areas. It is expected that these issues will continue along with future growth. There is a scarcity of low-cost rentals in the county which will continue to be a problem without public sewerage systems. The County General Plan stresses individual single-family residential lots rather than multiple-family residential projects. Improvements to city sewers, water supply, roads, and other services may reduce these problems.

Historical census figures (1960-1980) and population projections for Amador County (1985-2020) are shown on Table 3.

2. State Highways and County Roads

The 1982 RTP provided a map and table showing Average Daily Traffic (ADT) counts at particular locations on state highways in Amador County. An

TABLE 3*
POPULATION - AMADOR COUNTY

<u>Source</u>	<u>Year</u>	<u>Population</u>	<u>Number Increase</u>	<u>% Increase</u>
Census	1960	9,990		
			1,831	18.3
Census	1970	11,821		
			7,493	63.4
Census	1980	19,314		
			3,886	20.1
DOF	1985	23,200		
			4,000	17.2
DOF	1990	27,200		
			4,000	14.7
DOF	1995	31,200		
			3,700	11.9
DOF	2000	34,900		
			13,900	40.0
DOF	2020	48,800		

* Estimates are provided by State Department of Finance (DOF).

Updated ADT Table 4 and accompanying Map 2 are repeated in this Update for easy reference.

Under normal conditions there are no major congestion problems on state highways in Amador County. However, on some weekends, delays have been observed in Jackson and Sutter Creek. This is primarily caused by the large number of tourists and slow vehicles (i.e. trailers, motorhomes, boats, etc.), narrow streets, and parking conditions.

Amador County maintains a log of traffic counts on local roads; however, it does not maintain an ADT projection program for county roads. ADT projections for county roads are developed on an "As-Needed" basis using average state highway increases. An ADT

TABLE 4
AVERAGE DAILY TRAFFIC (A.D.T.)
AMADOR COUNTY

<u>Highway</u>	<u>Location</u>	<u>1970</u> <u>ADT</u>	<u>1980</u> <u>ADT</u>	<u>1983</u> <u>ADT</u>	<u>2005*</u> <u>ADT</u>
16	A	1700	2900	3000	5300
16	B	1700	2900	3000	5300
16	C	2400	3500	3200	5500
49	D	2200	3500	4500	7700
49	E	5400	9000	10300	16800
49	F	8700	12000	13400	20600
49	G	6200	10000	14100	18000
49	H	4500	7000	7500	12100
49	I	2700	4000	4200	7300
49	J	2300	4000	4200	6400
49	K	2300	3600	3700	6400
49	L	1400	2000	2100	3400
88	M	3100	4700	5100	8000
88	N	3000	4700	5100	10500
88	Q	2600	4000	5800	10500
88	R	4200	6500	7000	10500
88	S	2600	5000	5500	10500
88	T	2600	7000	7800	12500
88	U	1500	4500	4500	7900
88	V	1200	2200	2200	3200
88	W	800	1700	1700	2700
88	X	800	1600	1600	2700
104	Y	330	510	560	1500
104	Z	950	1200	1600	3100
104	a	5000	5600	5700	6500
104	b	1200	1500	2000	3300
124	c	1600	1600	2200	3600
124	d	950	1100	1100	1700

Note: See Map 2 for locations.

* Projections from Caltrans District 10.

projection program for Amador County roads should be instituted in the near future to provide this valuable planning information.

3. Public Transit

Table 5 shows Amador Rapid Transit System's current system and its characteristics. Total

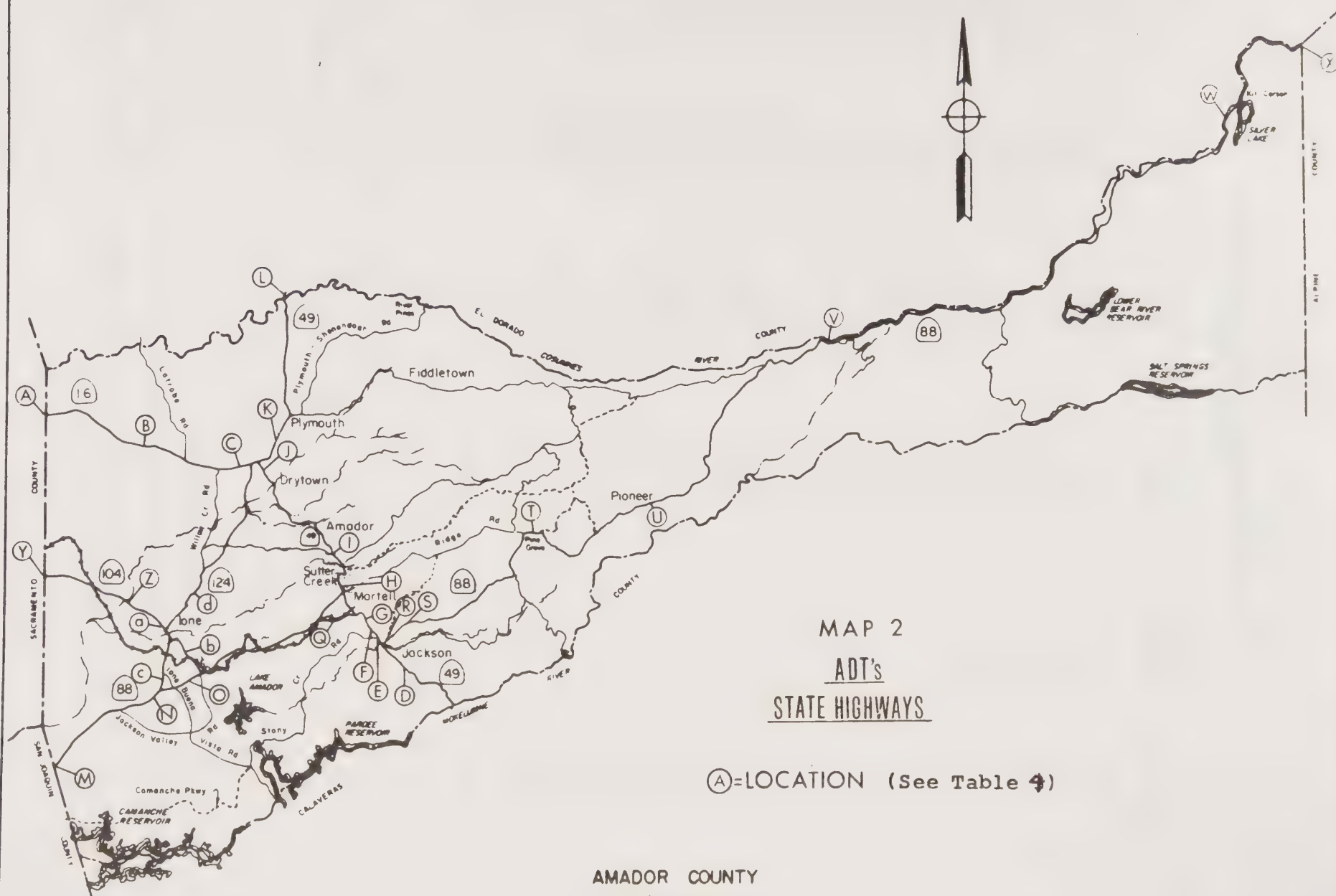


TABLE 5 ARTS PERFORMANCE INDICATORS, FY 1976/77-83/84

	<u>FY 76/77</u>	<u>FY 77/78</u>	<u>FY 78/79</u>	<u>FY 79/80</u>	<u>FY 80/81</u>	<u>FY 81/82</u>	<u>FY 82/83</u>	<u>FY 83/84</u>
TOTAL PASSENGERS	4,801	14,953	16,713	33,363	38,366	38,469	44,392	52,170
TOTAL REVENUE	\$1,929	\$6,697	\$5,057	\$27,343	\$43,255	\$52,594	\$52,323	\$53,000
TOTAL OPERATING COST	\$41,544	\$85,154	\$93,222	\$157,264	\$212,460	\$201,529	\$219,263	\$228,090
VEHICLE SERVICE MILES	68,770	132,353	136,548	249,558	251,070	216,362	205,309	211,000
VEHICLE SERVICE HOURS	3,348	7,368	6,300	9,724	9,686	8,708	8,932	8,907
TOTAL EMPLOYEES	2.5	6	7	9	13	8	8.5	8.5
COST PER PASSENGER	\$8.65	\$5.83	\$5.58	\$4.74	\$5.54	\$5.24	\$4.94	\$4.19
COST PER MILE	\$0.60	\$0.64	\$0.68	\$0.63	\$0.85	\$0.93	\$1.07	\$1.08
COST PER HOUR	\$12.41	\$11.83	\$14.80	\$16.28	\$21.93	\$23.14	\$24.55	\$24.83
PASSENGERS PER MILE	0.07	0.11	0.12	0.13	0.15	0.18	0.21	0.25
PASSENGERS PER HOUR	1.43	2.03	2.65	3.43	3.96	4.42	4.96	5.86
HOURS PER EMPLOYEE	1,339	1,228	900	1,080	745	1,088	1,191	1,048
FAREBOX RATIO	4.6	7.9	5.4	17.3	20.4	26.1	23.5	24.6

Note: It is impossible to compare reporting data between systems since the definitions are not uniform between transit or geographical areas.

ridership and fare revenue have increased each year since 1976. This indicates that management efficiencies have been effective.

In July 1984, ARTS increased its efficiency through the installation of a new radio system. This allows for a higher level of service because of increased flexibility. Ridership may increase due to the proposed installation of bus turnouts and shelters. The turnouts will increase safety of the bus system. Shelters will enhance ridership through increased comfort. Table 6 is a projection of ARTS riderships through 1986-87.

TABLE 6
ARTS RIDERSHIP PROJECTIONS

	<u>1983/84</u>	<u>1984/85</u>	<u>1985/86</u>	<u>1986/87</u>
Elderly & Handicapped	30,006	30,606	31,218	31,842
General	22,164	22,607	23,059	23,521
	-----	-----	-----	-----
TOTAL	52,170	53,213	54,277	55,363

These figures are based on 2% annual increase which assumes the same growth rate that the county in general will grow. Assuming no increase in service routes, passengers per hour will increase to 6.22 by 1987. This is within ARTS' current capacity of 16 passengers per hour.

4. Aviation

According to the Airport Manager, Westover Field, the county airport presently serves about 58 based aircraft. The California Aviation System Plan (CASP) projects that the number of aircraft based at the airport will increase to 63 in 1985 and 101 in 1995. Recent improvements increased the number of tiedowns by 44. In December 1982, the county completed the construction of 12 new T-Hangars. Recently the county also finished the complete rehabilitation of the tiedown and parking apron.

5. Bicycle Transportation

Bicycle travel by both local transportation cyclists and long-distance touring cyclists continues to be a popular mode of transportation and recreation. Local area cyclists are using their bicycles in lieu of autos for shorter distance transportation trips. The popularity of bicycle touring is continuing to grow and many of these cyclists are touring the historic Mother Lode, and trans-Sierra crossings are also quite common. These factors have led to both State Highway Routes 49 and 88 being designated as part of the Statewide Bicycle Route System. Other state highways and local roadways are also being used quite extensively by bicycle travelers.

It is anticipated that the number of bicycle travelers will continue to grow and that this mode could become even more attractive with the high cost of automobile operation.

Recent support for bicycles in Amador County has been demonstrated by the County Board of Supervisors in the approval of three (3) separate bicycle events in 1983/84, and the construction of bicycle shoulders on Highway 88 between Pine Grove and Dew Drop Fire Station in both directions.

C. Goals, Objectives, and Policies

The purpose of Goals, Objectives, and Policies is to provide the framework which specify certain actions should be formulated. Each has its own definitive purpose in guiding decisions which can be described as follows:

- . A GOAL is the end toward which effort is directed. It is general and timeless, but theoretically attainable.
- . An OBJECTIVE is more precise and is capable of both attainment and measurement.
- . A POLICY is a course of action that guides both present and future decisions.

Transportation is the basic support system which provides mobility to sustain social, economic, and recreational activities in Amador County. An improperly developed transportation system can result in ineffective mobility and cause adverse and undesirable conditions such as safety

hazards, long delays, air pollution, and unnecessary energy consumption. The goals, objectives, and policies in this Amador County RTP Update are intended to guide the development of a transportation system which will maintain and improve the quality of life in Amador County. In response to this aim, the Amador LTC has identified the following as their overriding goal:

ENHANCE THE LIFE STYLE OF THE PEOPLE OF THE COUNTY THROUGH AN ADEQUATE, SAFE, EFFICIENT, ECONOMICALLY FEASIBLE TRANSPORTATION SYSTEM, CONSISTENT WITH THE SOCIAL, CULTURAL, ECONOMIC, AND ENVIRONMENTAL NEEDS OF THE COUNTY.

In addition, the following transportation goals, objectives, and policies of the Amador LTC should guide future transportation decisions in Amador County.

Goals

The transportation goals that are consistent with regional comprehensive goals are as follows:

- Goal 1. To provide a transportation system that is safe, efficient, convenient, comfortable, and coordinated to meet the travel needs of all people and goods to the degree that it is compatible with other resource values, (scenic, historic, and recreational).
- Goal 2. To provide a transportation system consistent with the community's ability to pay and which promotes the wise and prudent use of all resources.
- Goal 3. To provide effective, economically feasible, and efficient public transportation in Amador County with emphasis on service to the transportation disadvantaged.
- Goal 4. To accomplish the aims and purposes of the General Plan of each city and county, and recognize their relationship to transportation planning.

Objectives and Policies

In order to determine the extent the RTP goals are being attained, a series of objectives or criteria must be established. Accompanying policy statements must also be established to provide the framework to guide decisions on the development and implementation of transportation matters. Following are the objective and policy statements approved by the Amador County Local Transportation Commission (LTC).

1. Transportation System

- Objective 1. To plan transportation projects that have a minimum adverse effect on the environment of the County.
- Objective 2. To provide or require transportation facilities which complement planned land-use development projects within the County.
- Objective 3. To develop a transportation system in Amador County that is financially feasible.
- Objective 4. To develop the 1984 RTP Update in conformance with the requirements for the County Circulation Element of the General Plan and compatible with State and local transportation planning.
- Objective 5. To develop the 1986 RTP Update in conformance with the Scenic Highway Element of the General Plan.
- Policy 1. Transportation projects in the County, both public and private, shall be designed to have minimum adverse effects on the environment, and should complement the scenic beauty, open space, and natural resources of the County.
- Policy 2. Public and private transportation facilities shall be planned and developed consistent with overall County and local growth and

development policies contained in County and various city general plans.

Policy 3. Transportation facilities developed in Amador County shall be compatible with the location of light industry, commercial centers, employment centers, and residential areas.

Policy 4. As much as possible the cost for providing service should be borne by the user or developer. (An exception is transit service for the elderly and handicapped.)

Implementation Measure 1. Develop a review process for all transportation improvement projects that includes those agencies, committees, commissions, departments, and individuals who can provide constructive comments during the planning phase of such project(s).

2. Streets and Highways

Objective 1. By January 1985, identify those locations of/for bus stops, mail stops, snow chain installation, park-and-ride lots, and rest areas.

Objective 2. By July 1986, develop alternate routes and transportation facilities for use in event of certain emergencies.

Policy 1. Encourage projects and programs that reduce or eliminate unsafe situations or relieve congestion.

Policy 2. The LTC shall review County transportation projects for maximum accessibility to recreational areas.

Policy 3. It is the policy of the LTC to encourage and support both public and private carpool/vanpool programs operating in Amador County.

Policy 4. The LTC shall establish priorities that will maintain the integrity of existing and planned transportation facilities.

- Implementation Measure 1. Caltrans has the primary responsibility for constructing the State highway projects. The LTC's responsibility is to prepare a Regional Transportation Plan (RTP) every two years which identifies those projects needed in Amador County. Before Caltrans can work on an individual project (\$250,000 or more), it must be included in the adopted State Transportation Improvement Program (STIP). The LTC shall lobby the California Transportation Commission (CTC) for inclusion of locally supported projects in the STIP.
- Implementation Measure 2. The Amador County Road Maintenance Superintendent shall continue to prepare a County Road Maintenance Schedule which identifies revenues required for various levels of maintenance service. The County-wide street and road inventory which began in 1982 should be helpful in the preparation of a maintenance schedule.
- Implementation Measure 3. Investigate the establishment of a formal ridesharing program in the County through Caltrans.
- Implementation Measure 4. Include in the design of street and highway projects the installation of bus stops, mail stops, and snow chain installation areas where appropriate.
- Implementation Measure 5. Update the Emergency Response Plan when warranted.

3. Public Transit

- Objective 1. Continue to increase, where feasible, transportation services to the traditionally low-mobility groups, such as the elderly and handicapped.
- Objective 2. By June 30 of each year, conduct a public hearing, after ten days' notice, and from review of the regional plan and testimony received, make a determination in the public record that there are/are not unmet public transportation needs that can

reasonably be met through expansion of existing transportation systems or by establishing new systems in the region.

- Objective 3. By July 1986, provide access to more of the County's recreational resources via public transit.
- Policy 1. The LTC shall encourage and support the use of public transportation grants from state and federal programs to the maximum extent possible.
- Policy 2. The LTC shall review ARTS routes for maximum accessibility to recreational areas.
- Policy 3. It is the policy of the LTC to encourage and support both public and private carpool/vanpool programs operating in Amador County.
- Policy 4. The LTC shall promote coordination and consolidation of social service transportation services operating within Amador County.
- Policy 5. The LTC shall support and promote handicapped accessibility in public transportation to the maximum extent practicable.
- Policy 6. The LTC shall financially support public transit to a maximum that is determined by a "reasonableness hearing" and the amount of funds available.
- Policy 7. The LTC shall require that the Amador Rapid Transit System (ARTS) conform to those recommendations made in the "Performance Audit" prepared for the LTC in 1980.
- Policy 8. The LTC shall support centralization of transportation services when cost savings or other benefits can be demonstrated.
- Policy 9. The LTC shall require that claimants for public transportation funds provide the LTC with an annual report, not later than September 30 of each

year, covering the information in Section 99247 of the Public Utilities Code. This report shall include current year to date and all prior year performance data.

Policy 10. The LTC shall review the "reasonableness criteria" annually.

Policy 11. The LTC shall require ARTS to arrange for notification of any major developments that may have an impact on the service area or ridership. (i.e., subdivision, shopping centers.)

Implementation Measure 1. Through the LTC's annual public hearing on "Unmet Transit Needs" and other special transit studies, continue to provide public transportation service for Amador County residents. This service must meet the criteria established by the LTC.

Implementation Measure 2. Investigate the establishment of a formal ridesharing program in the County through Caltrans.

4. Aviation

Objective 1. Improve the safety and security of the environs surrounding the County Airport (Westover Field).

Objective 2. Attract light industry through improved air and ground transportation facilities.

Policy 1. The LTC shall support airport projects which are in conformance with the airport expansion program.

Policy 2. The LTC shall encourage local agencies to make land-use decisions that are compatible with the airport and its related facilities.

Implementation Measure 1. Except for the annual \$5,000 state grant for maintaining Westover Field, all other state and federal grants are discretionary. Both state and federal airport funds should be pursued for improvements to the County Airport.

5. Nonmotorized

- Objective 1. By January 1 of each year, review and revise, if necessary, the Amador County Bicycle Plan.
- Objective 2. By January 1 of each year, decrease by 5% the number of accidents involving bicycles and/or pedestrians.
- Policy 1. The LTC shall recognize pedestrian and bicyclists and their needs in transportation planning.
- Policy 2. The LTC shall encourage projects that improve safety for pedestrians and bicyclists.
- Policy 3. The LTC shall encourage the development of bicycle facilities that are in compliance with standards adopted by Caltrans and as required by Section 2375 and 2376 of the Streets and Highways Code.
- Policy 4. The LTC shall encourage local agencies, employers, and businesses to provide safe and secure bicycle storage facilities to promote maximum utilization of the bicycle.
- Policy 5. The LTC shall reserve 2% of the Transportation Development Act Funds annually for allocation to bicycle and pedestrian projects.

- Implementation Measure 1. Implement those "Bike" projects identified in the 1980 Bike Plan for Amador County.

6. Parking

- Objective 1. Provide for the parking needs of local residents and visitors.
- Objective 2. Provide park-and-ride facilities along major roadways where feasible.
- Policy 1. The LTC shall encourage that all commercial improvements include adequate parking for anticipated

needs. Adequate parking is to be based on factors identified in the local zoning ordinance (if available) or other reliable factors.

Policy 2. The LTC shall encourage that parking needs and regulations be reviewed and updated by each city and the County on a regular basis.

Implementation Measure 1. Each local agency will be responsible for mandating parking requirements for improvements within its jurisdiction. The provision of adequate parking should be determined prior to issuing a building permit and made a condition of the permit.

7. Rail

Objective 1. Determine the use of railroad facilities to transport goods to and from Amador County.

Policy 1. The LTC shall support efforts that will continue and improve rail service by railroads operating in Amador County.

Policy 2. The LTC shall encourage projects that coordinate the use of rail, aviation, public transit, and road facilities.

D. Transportation Issues

Many of the transportation issues and concerns that trouble both the political bodies and the system manager in Amador County are addressed in detail in the report titled, "Access and Transportation in the Foothills", by Peter L. Hathaway, Office of Planning and Research, January 12, 1981. Briefly, transportation issues and concerns in Amador County can be categorized as follows:

1. The shortage of revenues to carry out an adequate maintenance program and needed roadway improvements for local roads and highways.

2. Inequity of state highway funds for rural counties that attract large numbers of recreational motorists in contrast to the County population.
3. The uncertainty of future state and federal funding for the public transit system(s) operating in the County.
4. The availability of state or federal aeronautics funds to support expansion of Westover Field, the County Airport. The State has used the aeronautics funds in other areas.
5. As the maximum allowable weight limits rise, the roads and streets deteriorate at an accelerated rate.
6. Rural counties must look toward cooperative efforts in certain areas of road maintenance (e.g. striping, snow removal, etc.)
7. Impacts to the transportation system related to private development adjacent to the system requires mitigation of these impacts. Funding for necessary mitigations is questionable at this time.

E. Relationship With Other Plans

During development of this joint RTP Update and adoption as the Amador County Circulation Element of the General Plan, other plans and policies addressing transportation in Amador County were investigated for conformity with this plan. Although some of these plans are somewhat vague and general in nature, no conflicts were discovered between other plans and this plan. Plans and reports explored for conformity included the following:

- . Amador County General Plan/Land-Use and Other Elements, Amador County - March 1980
- . City of Jackson General Plan
- . City of Sutter Creek General Plan - adopted July 19, 1982
- . City of Ione General Plan - adopted October 1982

- . Energy Conservation and Contingency Planning for Amador County, Amador LTC - November 1981
- . Access and Transportation in the Foothills, Office of Planning and Research - January 12, 1981
- . An Urban Strategy for California, State of California, 1978
- . 1980 Bike Plan for Amador County, Amador LTC
- . 1975, 1976, 1977, 1978, 1980, and 1982 Amador County RTP's, Amador LTC
- . Recreational Travel to the Mountains - June 1978, Caltrans
- . Alpine County General Plan/Transportation Plan Update 1982
- . ARTS Policies
- . 1984 STIP
- . Rancho Seco Emergency Response Plan - 1984
- . System Planning Study - 1984
- . Transit Development Plan for Amador County - 1984
- . AB 120 Action Plan

III. ACTION ELEMENT

The Action Element of the RTP according to CTC guidelines shall "..... describe the programs and actions necessary to carry out the policies identified in the Policy Element, describe the existing implementation procedures, recommend changes, and assign responsibilities for plan and project implementation.

"The Action Element shall be developed and presented in several sections. These should include as a minimum the following:

"A section describing the alternative(s) selected as the long-range systemwide transportation plan and the major components of that system.

"A section discussing institutional and legal actions necessary to implement the systemwide plan.

"A section detailing priorities and the assignment of implementation responsibilities."

Each of these sections are addressed in this Action Element, along with other relevant information that is intended to make this RTP Update and County Circulation Element a meaningful document.

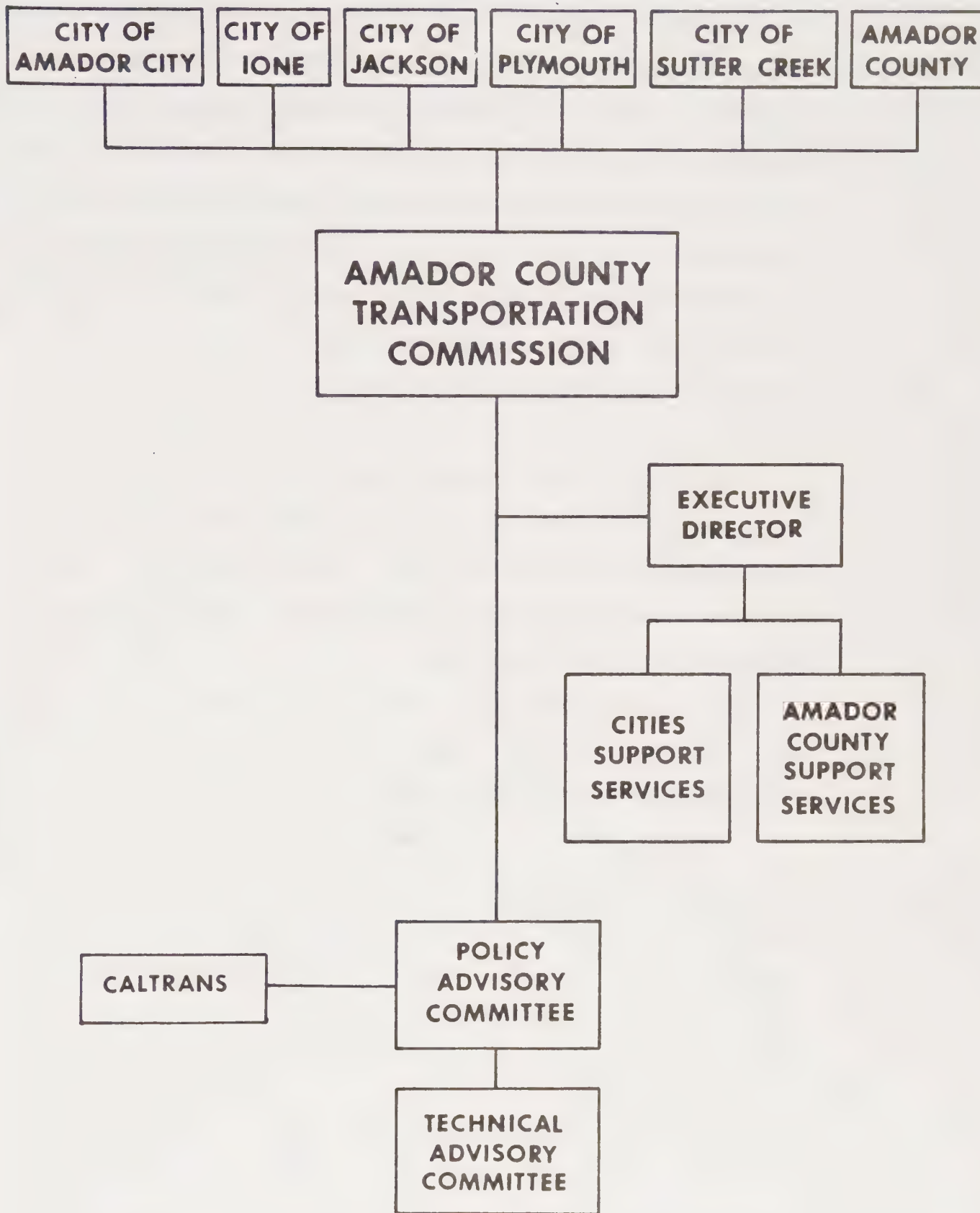
A. Regional Transportation Planning Process

In response to AB 69 (1972), the transportation planning process was initiated in Amador County in 1973. The Amador County Local Transportation Commission (LTC) was designated by the Secretary of Business and Transportation Agency as the Regional Transportation Planning Agency (RTPA) for Amador

County. In compliance with state statutes, the LTC is comprised of three (3) members appointed by the County Board of Supervisors and three (3) members appointed by the Mayors' Select Committee representing the five (5) incorporated cities in Amador County. An organizational chart of the LTC is shown on the following page.

A primary responsibility of the LTC is to adopt and update the RTP in accordance with state law. The current schedule is that the RTP be submitted to the CTC and Caltrans by November 1 every two years on even numbered years. State law permits development of the RTP to be done by the RTPA or by a consultant of their choice. However, when the Amador LTC did not adopt a resolution before July 1, 1973, declaring its intent to prepare the plan, it became the responsibility of the State Department of Transportation to prepare the initial plan in 1975. Each succeeding RTP Update has also been prepared by Caltrans District 10 staff under the direction of the Amador LTC.

The Amador LTC is responsible for determining priorities for all transportation facilities shown in the Amador County RTP. However, Caltrans as owner/operator of the state highway system in the county will continue to influence the CTC in the programming of state highway projects. A discussion of the State Transportation Improvement Program (STIP), which details the 5-year program for state highway projects, follows later in this section under Short-Range Plan.



ORGANIZATIONAL CHART - AMADOR LTC

Each year the Amador LTC approves the Amador County Transportation Work Program. This document outlines the work to be accomplished, those responsible for completing the planning activities, and the cost associated with doing the work. The Work Program must also be approved by the State before state funds can be provided to support the transportation planning efforts. By law, the State may provide up to 70% of the funding to support development of the RTP in Amador County. The remaining 30% must come from local sources such as cash or in-kind services.

In general, the planning process follows the format outlined in the RTP Guidelines approved by the California Transportation Commission (CTC). These guidelines describe various background studies to be undertaken that indicate both present and future conditions in the county. Some examples of the subjects studied are: population, housing, employment, land use, and traffic. Following analysis of forecast data, alternative transportation plans considering all feasible modes of transportation are developed using citizen and staff input. After the RTPA/LTC has evaluated all available information from public input, staff reports, and testimony at the public hearing, they adopt the regional transportation plan for the county. As the process continues, new alternatives may be developed for evaluation and the RTP is to be updated as prescribed by law.

B. Existing Transportation System

The existing regional transportation system in Amador County is almost exclusively highway oriented. State highways serving the county are Routes 16, 26, 49, 88, 104, and 124. These routes provide for access to and movements through the County. They are interconnected with a network of major and minor county roads which serve the local communities. State highways in Amador are described as follows:

Route 16 enters Amador County at the Sacramento County line. As a minor arterial it extends easterly to Route 49 in Amador County. This route is a connecting link between Amador County's major population centers and the Sacramento area.

Route 26 extends from Route 99 in San Joaquin County near Stockton to Route 88 in Amador County, via Mokelumne Hill and West Point in Calaveras County. The section in Amador County, a minor arterial, lies between Route 88, 3.8 miles east of Pine Grove, and the Calaveras County line 4.6 miles to the east, near West Point. It should be noted that this portion was previously State Route 104. Recent legislative action changed it to State Route 26.

Route 49, the Mother Lode Highway, extends from Oakhurst in Mariposa County to Vinton in Plumas County, connecting many of the historic towns developed during the gold mining days. This route is the major north/south highway through Amador County and is very heavily traveled. Residents of Amador County consider improvement of Route 49 to be their number one priority as far as transportation projects are concerned.

Route 88 enters Amador County on the west from San Joaquin County and crosses the county from west to east, ultimately connecting to Alpine County. It is a connecting link to El Dorado County and to the State of Nevada, and serves the recreational areas of Amador County and Alpine County. In 1972, the State Highway Commission designated State Route 88 an all-year highway. Most of Route 88 provides satisfactory service, except for the section between Pine Grove and Cooks Station. Two projects to widen the pavement four (4) feet for eastbound travel between Pine Grove and Dew Drop were recently completed. This section is narrow with some short radius curves. Another realignment project at Dew Drop was also recently completed. Due to the increased residential development in the Pioneer-Pine Grove area and increased recreational traffic, some problems have been experienced in this area, especially on weekends.

Route 104, a minor arterial, enters Amador County from Sacramento County, passes through Ione, and intersects Route 88, 7.4 miles east of the San Joaquin County line. It then departs from Route 88, 1.6 miles west of Martell, and goes northeasterly as a major collector to Route 49 at Sutter Hill. Ridge Road, between Route 49 at Sutter Hill and Route 88 near Pine Grove, is a County collector road and an extension of Route 104.

Route 124 begins at Route 88 south of Ione, passes through Ione, and connects to Route 16 near Central House. This route

has a 40-foot section and provides good service as a minor arterial.

There are approximately 440 miles of county roads and city streets that interconnect with state highways to serve the interregional and local needs. Of these, approximately 125 miles of principal county roads serve such tourist-attracting areas as Camanche Reservoir, Daffodil Hill, and Indian Grinding Rocks, and the many summer homes scattered throughout the county. Almost all of these roads need improvement to bring them up to FAS standards.

There is no direct air, rail, or water passenger service available in the county. Most county residents obtain air and rail passenger service in Stockton, Sacramento, Oakland, or San Francisco. Rail freight service is provided by the Southern Pacific spur between Sacramento and Ione six (6) days per week. The Amador Central Railroad operates, on call, between Ione and Martell. Westover Field, a county airport is located between the cities of Jackson and Sutter Creek. The airport is at an elevation 1,694 feet above sea level and is classified as a Basic Utility 1 airport. The paved runway is 3,400 feet in length, with runway lighting provided. There are Fixed-Base-Operator (FBO) facilities at the airport. According to the airport manager, there are approximately 18,000 operations per year at Westover Field, which presently has seventy (70) permanent uncovered parking spaces available along with twenty-seven (27) hangars and fifteen (15) transient parking spaces.

The Amador Rapid Transit System (ARTS) provides service to all five incorporated cities and other small communities in the county. ARTS operates both on a fixed-route and route-deviation system five days a week, Monday through Friday. The ARTS vehicle fleet is as follows:

TABLE 7
AMADOR RAPID TRANSIT SYSTEM (ARTS)
VEHICLE INVENTORY

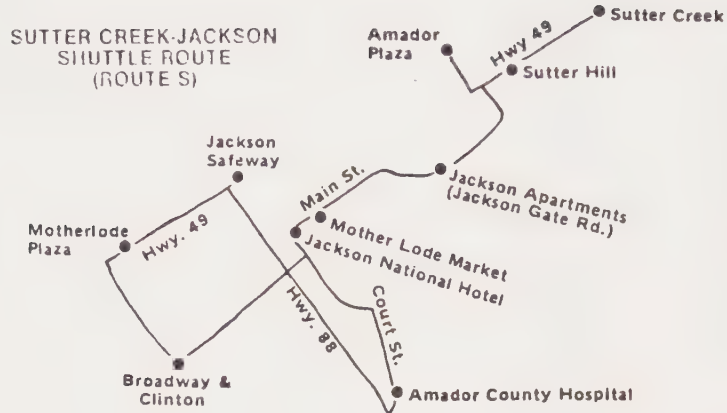
<u>Number</u>	<u>Type</u>	<u>Year</u>	<u>Passengers</u>	<u>Wheelchair Accessible</u>
3	Microbus	1981	18	Ramp
1	Plymouth Van	1980	15	No
1	Chevrolet Van (4-wheel drive)	1980	8	No
1	Wayne Transette	1982	16	Lift
2	Specialty Bus	1983	20	Lift

The current routes served are shown on Map 3 and the time schedules are shown on Table 8.

Intercounty transit service between Jackson and Sonora, funded by the Intercity Bus Program, was terminated in 1983 due to insufficient ridership. However, Amador Stage Lines does provide charter service between Jackson and the Lake Tahoe Area.

C. Transportation Needs

The purpose of this section is to identify, by mode, those transportation needs that exist in Amador County. In most cases, needs can be described as dollar amounts required to



**SERVICE TO
THE SENIOR NUTRITION SITE ON HWY. 49 IN JACKSON
OPERATES ON THE FOLLOWING SCHEDULE
MONDAY THROUGH FRIDAY INCLUDING HOLIDAYS:**

9:20 a.m.-3:30 p.m.	Mon.	Pine Grove, Pioneer, Jackson, Sutter Creek
10:20 a.m.-2:30 p.m.	Tues.	Jackson, Sutter Creek
9:20 a.m.-3:00 p.m.	Wed.	Pine Grove, Jackson, Sutter Creek
9:20 a.m.-3:30 p.m.	Thurs.	Pine Grove, Pioneer, Jackson, Sutter Creek
10:20 a.m.-2:30 p.m.	Fri.	Jackson, Sutter Creek

**FOR INFORMATION ON MORE SPECIFIC TIMES CALL
223-BUSS**

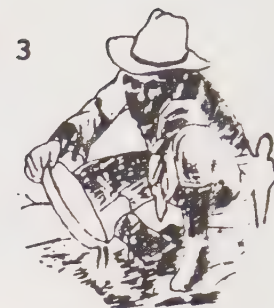
REGULAR FARES

General Fare 75¢
 Elderly & Handicapped:
 10 a.m. to 3 p.m. 25¢
 Other Times 50¢
 Shuttle Service (under 4 Mi.) . . . 50¢
 Children (5 & under)
 Accompanied by adult Free

SHAKE RIDGE ROAD

ROUTE SR		SR1
	SUTTER HILL	6:55
	SUTTER CREEK	
	DAFFODIL HILL	7:27
	VOLCANO	7:35
	PINE GROVE TOWN HALL	7:41
	JACKSON	8:00
	SUTTER HILL	8:06
	CAMANCHE	8:35
	IONE	9:05
	SUTTER HILL	9:22
		SR2
	SUTTER HILL	2:30
	IONE	3:02
	CAMANCHE	3:25
	SUTTER HILL	3:40
	JACKSON	3:50
	PINE GROVE PHARMACY	4:15
	VOLCANO	4:25
	DAFFODIL HILL	4:35
	SUTTER CREEK	4:57
	SUTTER HILL	5:00

MAP 3



AMADOR RAPID TRANSIT

**PUBLIC
TRANSPORTATION**

**FOR MORE INFORMATION
CALL**

223-BUSS

TABLE 8

SUTTER HILL TO MACE MEADOW

ON CALL SERVICE AVAILABLE FOR VOLCANO, PINE ACRES AND BARRETT'S

ROUTE M		M1	M2	M3	M4	M5	M6
	SUTTER HILL	6:18	7:36	*9:32	1:00	3:30	5:21
	JACKSON	6:25	7:42				
	PINE GROVE PHARMACY	6:38	7:57	9:47	1:15	3:50	5:36
	PINE GROVE SHOP. CENTER	6:39		9:49	1:17	3:53	5:38
	PIONEER POST OFFICE	6:47		10:09	1:30	4:06	5:48
	PIONEER GROCERY STORE	6:48		10:10	1:31	4:08	5:49
	BUCKHORN STORE	6:52		10:18	1:39	4:16	5:57
	MACE MEADOWS	6:58		10:23	1:42	4:19	6:02
	MACE MEADOW TO SUTTER HILL						
	MACE MEADOWS	6:58		10:33	1:55	4:25	6:07
	BUCKHORN STORE	7:00		10:35	1:57	4:27	6:12
	PIONEER GAME ROOM	7:08		10:43	2:05	4:35	6:20
	PIONEER POST OFFICE	7:09		10:44	2:06	4:36	6:21

39

SUTTER HILL TO PLYMOUTH

ON CALL SERVICE AVAILABLE TO RIVER PINES AND FIDDLTOWN

ROUTE P		P1		P3	P4
	SUTTER HILL	6:38			
	JACKSON	6:45			5:15
	SUTTER HILL	6:50		3:30	5:21
	SUTTER CREEK	6:53		3:33	5:24
	AMADOR CITY	6:59		3:39	5:31
	PLYMOUTH	7:10		3:54	5:42
	PLYMOUTH TO SUTTER HILL				
	PLYMOUTH	7:45		4:21	6:01
	AMADOR CITY	8:00		4:32	6:12
	SUTTER CREEK	8:05		4:38	6:18
	SUTTER HILL	8:08		4:41	6:21
	AMADOR PLAZA	8:10		5:05	
	JACKSON	8:20		5:15	

SUTTER HILL TO IONE

ROUTE		I1	I2	I3
	SUTTER HILL		11:00	2:30
	JACKSON	8:30		
	IONE CITY HALL	8:50	11:20	2:50
	IONE TO SUTTER HILL			
	IONE	9:05	12:00	3:05
	SUTTER HILL	9:22	12:17	3:22

SUTTER CREEK TO JACKSON

ROUTE S		S1	S2	S3	S4	S5	S6
	SUTTER HILL SHOPPING CENTER	9:27	10:27	11:27	12:27	1:27	2:27
	SUTTER CREEK AUDITORIUM	9:30	10:30	11:30	12:30	1:30	2:30
	SUTTER HILL SHOPPING CENTER	9:33	10:33	11:33	12:33	1:33	2:33
	AMADOR PLAZA	9:40	10:40	11:40	12:40	1:40	2:40
	JACKSON GATE APARTMENTS	9:46	10:46	11:46	12:46	1:46	2:46
	JACKSON NATIONAL HOTEL	9:51	10:51	11:51	12:51	1:51	2:51
	JACKSON SAFEWAY	9:55	10:55	11:55	12:55	1:55	2:55
	AMADOR COUNTY HOSPITAL	-	10:59	-	12:59	-	2:59
	BROADWAY AND CLINTON	-	11:03	-	1:03	-	3:03
	MOTHERLODE PLAZA	10:00	11:05	12:00	1:05	2:00	3:05
	JACKSON SAFEWAY	-	11:09	-	1:09	-	3:09
	BROADWAY AND CLINTON	10:02	-	12:02	-	2:02	-
	AMADOR COUNTY HOSPITAL	10:06	-	12:06	-	2:06	-

MOTHER LODE MARKET	10:10	11:10	12:10	1:10	2:10	3:10
JACKSON APARTMENTS	10:14	11:14	12:14	1:14	2:14	3:14
AMADOR PLAZA	10:20	11:20	12:20	1:20	2:20	3:20

TRANSFER POINT — SUTTER HILL

☐ MORNING ☐ AFTERNOON

Schedule Effective 1/1/84 • Buses Operate Monday Through Friday

*CALL 223-BUSS BEFORE 9:10 FOR CONNECTION FROM JACKSON TO M3 OR P2

ALL BUSES WILL STOP FOR FLAG-DOWN PASSENGERS IF A SAFE STOP IS POSSIBLE

(Routes and times are subject to change with notice in local newspapers and/or radio)

eliminate deficiencies from the transportation system. Where possible and appropriate, specific projects will be identified and listed later on in this element.

1. State Highways

State highway needs in Amador County are shown in project form later on in this element on Table 10. Projects shown on Table 10 were developed from five sources:

- (a) Caltrans Candidate List of State Highway Projects.
- (b) The 1984 State Transportation Improvement Program (STIP). The STIP is prepared annually and shows a five-year program of projects planned for implementation for the entire state.
- (c) Locally supported projects not identified by either of the above. An example is the Sutter Creek/Amador City Bypass project that is also shown in the City of Sutter Creek General Plan.
- (d) Caltrans Minor Project Program - These projects are less than \$250,000 and have been programmed for construction within the county.
- (e) The System Planning Program recently initiated by Caltrans for projects beyond the five-year STIP period. This involves mainly major improvements which are being studied under varying funding levels.

A Caltrans Study titled, "Recreational Travel to the Mountains, June 1978" indicates that as much as 73% of the traffic on some state highways in Amador County is recreational traffic. The State Office of Planning and Research documents that during recent gasoline shortages, traffic in the State's rural counties may have actually increased rather than decreased.

A "Goods Movement Study for Amador County" was included in the 1977 RTP Update. Findings and Recommendations along with other study data can be found in that document.

2. County Roads

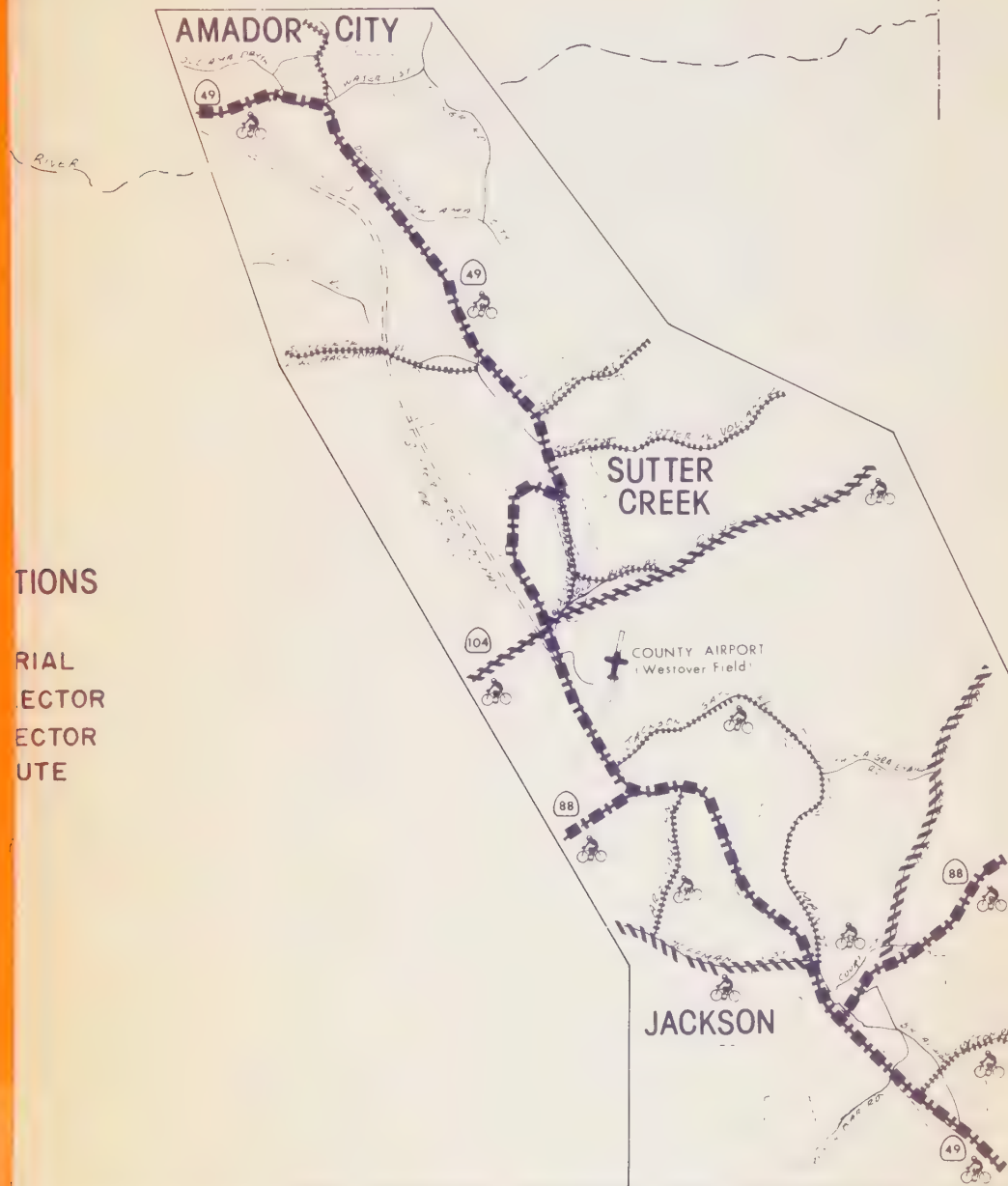
County road needs are continually monitored by the Amador County Public Works Department. These needs fall into three basic categories - maintenance, reconstruction, and new projects. The County Board of Supervisors has appointed an Advisory Committee consisting of the Director of Public Works and two (2) members of the Board of Supervisors who make recommendations for road improvements.

The county, with assistance from the LTC and Caltrans, is in the process of developing a countywide road inventory study. One purpose of this inventory is to help identify needed roadway improvements.

Since the Select System of roadway classification was repealed on January 1, 1980, the county has taken a critical look at the road system classifications throughout the county. This look resulted in the development of an updated roadway classification map of public roads in the county (see Map 4). These classifications are consistent with the definitions developed by the Federal Highway Administration for rural areas and are as follows:



ALPINE COUNTY



TIONS
RIAL
ECTOR
ECTOR
UTE

Minor Arterial:

The rural minor arterial road system should, in conjunction with the principal arterial system, form a rural network having the following characteristics:

- (a) Link cities and larger towns (and other traffic generators, such as major resort areas that are capable of attracting travel over similarly long distances) and form an integrated network providing interstate and intercounty service.
- (b) Be spaced at such intervals, consistent with population density, so that all developed areas of the State are within a reasonable distance of an arterial highway.
- (c) Provide (because of the two characteristics defined immediately above) service to corridors with trip lengths and travel density greater than those predominantly served by rural collector or local systems. Minor arterials therefore constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement.

In Amador County the "Minor Arterial" system consists basically of the state highways.

Major Collector:

These routes should: (1) provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc.; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intracounty travel corridors.

In Amador County the "Major Collector" system consists primarily of the major county roads. All Federal-Aid Secondary (FAS) roads must have a classification of Major Collector or higher.

Minor Collector:

These routes should: (1) be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road; (2) provide service to the remaining smaller communities; and (3) link the locally important traffic generators with their rural hinterland.

Local Roads:

The rural local road system should have the following characteristics: (1) serve primarily to provide access to adjacent land, and (2) provide

service to travel over relatively short distances as compared to collectors or other higher systems. Local roads will, of course, constitute the rural mileage not classified as principal arterial, minor arterial road, or collector road.

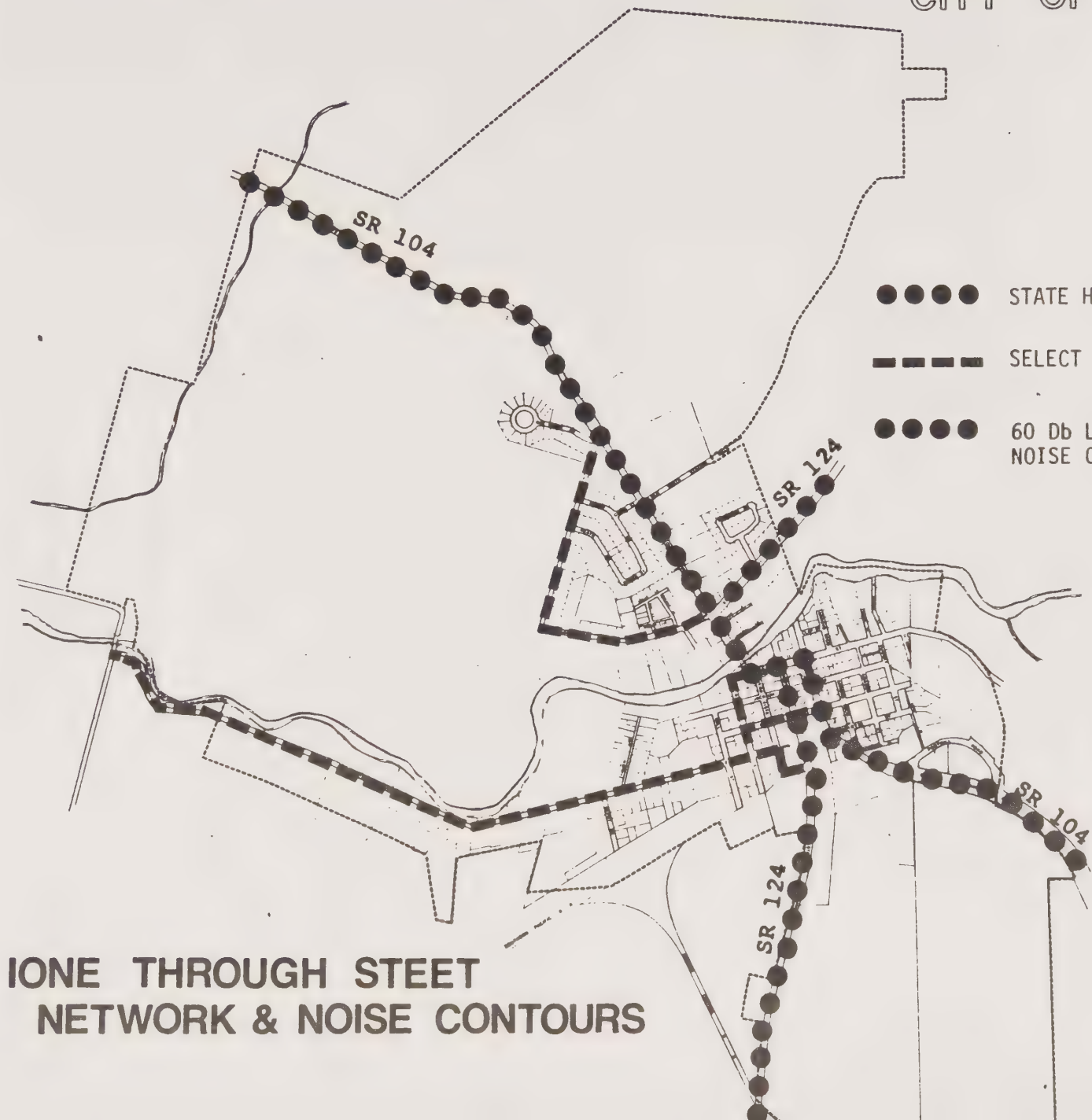
3. City Streets

Each of the five (5) cities in the county determine their own roadway needs and program for roadway improvements. Basically, each city strives to develop and improve streets as shown on the Circulation Element of their General Plan. Available city circulation maps are shown on the following pages.

4. Bicycles

In the Amador County 1980 Bike Plan, the Amador LTC recognized the needs of both the local cyclists and those cyclists passing through the county on tour. For years Highway 88 has been a popular trans-Sierra-Nevada route for cyclists. In response to the need to provide adequate space for both the motorist and the cyclist, Caltrans has completed construction on two projects to provide bicycle shoulders for eastbound travel between Pine Grove and the Dew Drop Fire Station. The LTC supports the addition of 4-foot shoulders for westbound travelers as originally planned. These projects are identified in the Short-Range Plan later on in this element.

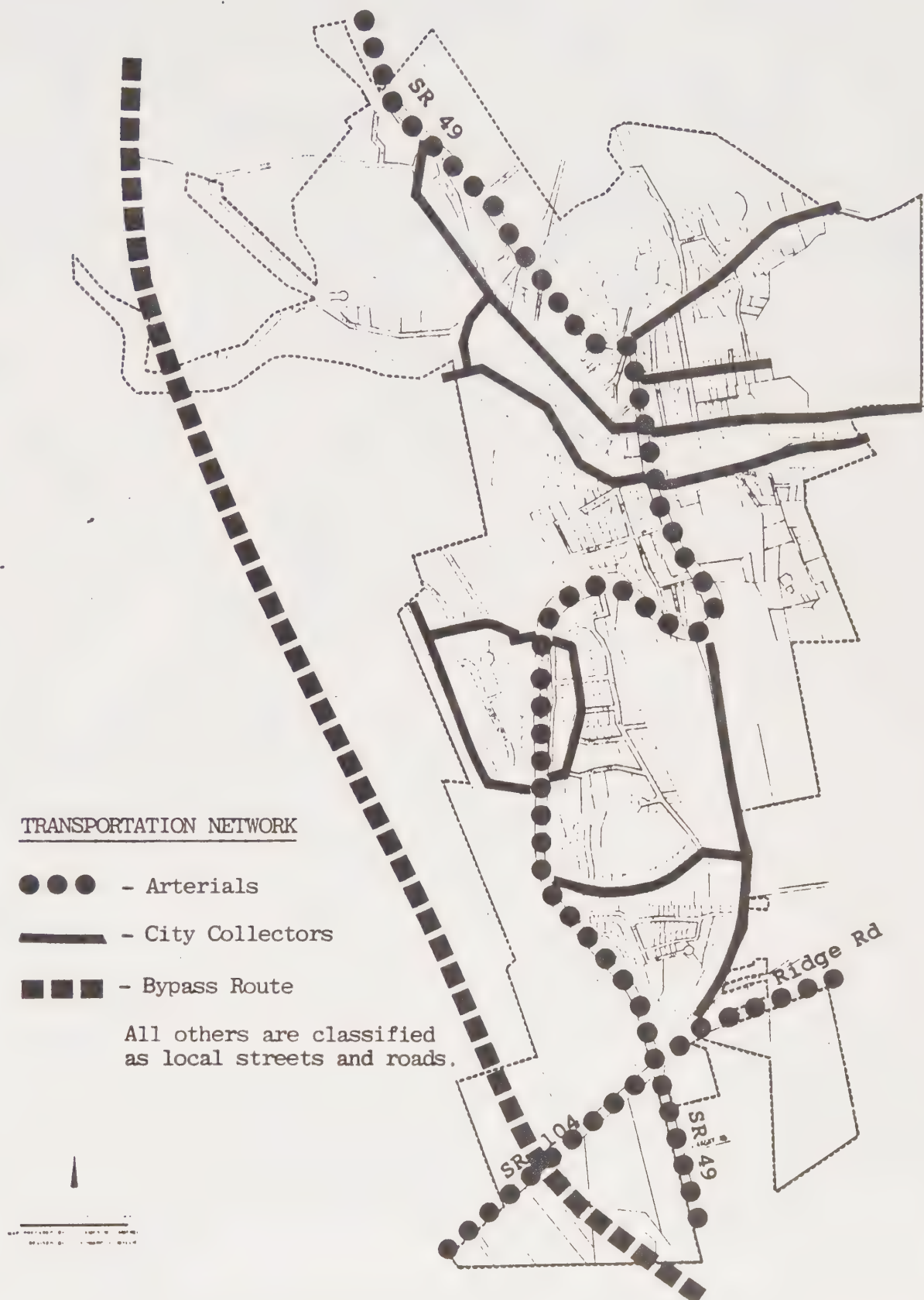
CITY OF IONE



- ● ● ● STATE HIGHWAYS
- — — — SELECT STREETS
- ● ● ● 60 Db Ldn
NOISE CONTOUR

IONE THROUGH STEET
NETWORK & NOISE CONTOURS







CIRCULATION PLAN	
	STATE HIGHWAY
	MAJOR STREET
	COLLECTOR STREET
	SCENIC ROUTE

CITY OF JACKSON
AMADOR COUNTY, CALIFORNIA
GENERAL PLAN

5. Aviation

Westover Field is the only public airport in Amador County. The primary function of this airport is to meet the general aviation needs in the county. The airport can also play an important role for the transportation of emergency materials/persons and influencing the attraction of industry.

The California Aviation System Plan (CASP), dated May 1981, shows the following forecasts for based aircraft at the Amador County Airport and several neighboring airports:

TABLE 9

BASED AIRCRAFT

<u>Airport</u>	<u>1980</u>	<u>1985</u>	<u>1995</u>
Alpine County Airport	0	9	15
Amador County Airport	45	63	101
Calaveras County Airport	46	60	95
Mariposa County Airport	52	67	104
Columbia Airport (Tuolumne Co.)	120	181	294
Pine Mountain Airport (Tuolumne Co.)	34	45	74

D. Alternative Transportation Plans

When the first RTP was adopted in 1975, four separate alternatives of transportation development were explored in an effort to determine the impacts of various plans on the

natural, social, and economic environments. The plans considered were:

- . An Unconstrained Plan which would satisfy the needs of the region by improving the existing system with adequate but not unlimited resources.
- . A Constrained Plan which would provide for a portion of the regional needs and deficiencies, limiting the expenditures on improvements and maintenance to anticipated revenues from existing sources.
- . A Do-Nothing (No Build) Plan which would provide for maintenance of existing facilities and minor safety improvements but would not allow for major improvements or development of new transportation modes.
- . A Clean Air Plan was not a major consideration because all of the above plans would meet clean air requirements.

In 1975, the Amador LTC chose to adopt as their first RTP, a plan that was generally an expansion of improvements proposed in the Constrained Plan. It included plans for a three-bus countywide transit system, improvements to Westover Field, and improvements on State Routes 49 and 88. Each RTP update since the 1975 plan has been designed to perpetuate and improve upon the 1975 RTP.

E. Long-Range Plan

The Long-Range Transportation Plan for Amador County, in basic terms, is to provide facilities to meet those transportation needs discussed earlier in this section under heading "C". Transportation Needs". Specific long-range projects for state highways, county roads, city streets (where available), bicycles, public transit, and planned airport improvements are listed on various tables in the short-range section of this element. Projects listed on these tables are considered to be consistent with the policies of this plan and are essential in meeting the current and future demands on the transportation system in Amador County.

1. State Highways

It is recognized that revenues required to correct all deficiencies more than likely will not be available in the foreseeable future. However, this should not circumvent the identification and listing of state highway improvement projects in the event additional funds become available.

In keeping with this policy, Caltrans initiated the System Planning Program in 1983 to strengthen the long-range planning efforts for state highways. This process involves an individual study of the long-range concept of each state route. Virtually all the departments within Caltrans involved with highway needs and local desires provided input to the process. It is assumed that all projects in the 1984

STIP will be completed. The System Planning Program identifies those improvements that could be accomplished in the five-year period beyond the 1984 STIP. A determination was made as to which improvements the district could implement under each of four funding levels. This determination was made using two alternatives; the first without county minimums, and the second, constrained by county minimums. Some of the improvements resulting from the Systems Planning Process, were not formerly identified in Caltrans Candidate List of Projects. Those additional improvements that are included in the State Highway Long-Range Program are shown as code (e) on Table 10.

Both Long-Range and Short-Range Plan projects for state highways are listed on Table 10. The local agencies provided a list of state highway projects they support for implementation. For example, the "Sutter Creek/Amador City Bypass" project is supported by the Amador LTC. The Amador LTC supports retaining the route adoption for that segment of Route 49 in Amador County between 0.4 mile south of Ridge Road and State Route 16 for the following reasons:

- . This route is included in the Circulation Element of the Sutter Creek General Plan - 1982.

AMADOR COUNTY

STATE HIGHWAY PROJECTS (SHORT-RANGE)

Prior-ity	State Route	Post Mile	Location	Project Description	Project Costs (ESC) \$000)	Code
1	88	29.2	In Pioneer at Carson Dr.	Provide 2 way left turn lane.	44 (1985-86)	(d)
2	49	6.8/8.0	S/O Rte. 104 to S/O Sutter Creek (Portions)	Const. SB Climb Lane & Lt. Turn Lane	1,521 (1986-87)	(b)
3	88	25.3/41.1	W/O Ranch Dr. (P.G.) to W/O Omo Ranch Rd. near Cooks Sta. (Portions)	Const. Passing Lanes	3,528 (1987-88)	(b)
4	88	23.6/42.0	Hill Top St. (P.G.) to 0.3 Mi. E/O Cook Sta. (Portions)	Widen shoulder west-bound.	1,772 (1985-86)	(b)
5	49	13.6/14.5	0.1 Mi. south to 1.0 Mi. N/O Dry Creek	Widen Existing Roadway and Bridge to 32'.	678 (1988-89)	(b)
6	49	12.4/13.5	1.2 Mi. south to 0.1 Mi. S/O Dry Creek	Southbound climbing lane and curve correction.	912 (1986-87)	(b)
7	88	6.2	At Buena Vista Road	Realign Buena Vista Rd. and left turn pockets on Hwy. 88.	470 (1984-85)	(c)
TOTAL COSTS SHORT RANGE PROGRAM					8,925	

Project Source:
(Code)

- (a) Caltrans Candidate List
- (b) 1984 STIP
- (c) Locally Supported Project (Not in State Program)
- (d) Caltrans Minor Program Project
- (e) System Planning Improvement

Amador COUNTY

STATE HIGHWAY PROJECTS (LONG RANGE)

Not Prior- itized	State Route	Post Mile	Location	Project Description	Project Costs (1984 \$000)	Code
	49	3.2/4.0	From Broadway Ave. to Shober Avenue in Jackson.	Construct 2-way Left Turn Lane	400	(e)
	49	6.6/11.9	From 0.4 mi S/O Ridge Rd. to S/O Rancheria Creek	Const. Sutter Creek Amador City Bypass	C-15960 R/W-1,150	(c)
	49	15.7/22.0	S/O Plymouth to El Dor. County Line	Widen and Realign	2,000	(e)
	88	0.0/5.6	SJ Co. Ln. to 5.6 Mi E.	Struct. Sect. Repair	1,385	(a)
	88	2.2	Jackson Valley Roadside Rest. (Repl. Mount. Springs)	Construct Roadside Rest	2,100	(a)
	88	2.3/5.5	From 2.3 mi E/O S.J. County Line to Rte 124	Widen Existing to 32'	1,230	(a)
	88	14.3/15.0	From Jct. 49 to Court St.	Replace Bridge and widen	2,100	(e)
	88	23.6/26.9	From Hilltop Road (PG) to Rte 26 (Red Corral Rd.)	Widen and Realign	4,000	(e)
	88	27.7/29.2	From 0.8 mi E/O Rte 26 E. to Pioneer Sta.	Widen and Realign	unknown	(c)

Project Source: (a) Caltrans Candidate List
 (Code) (b) 1984 STIP
 (c) Locally Supported Project (Not in State Program)
 (d) Caltrans Minor Program Project
 (e) System Planning Improvement

Amador COUNTY

STATE HIGHWAY PROJECTS (LONG RANGE)

Not Prior- itized	State Route	Post Mile	Location	Project Description	Project Costs (1984 \$000)	Code
	88	29.2/38.2	From Pioneer Sta. to Fiddletown-Silver Lk. Rd.	Widen and Realign to 32'	2,814	(c)
	88	31.5/31.8	2000' West to Buckhorn Ridge Road	Realign and Widen to 32'	86	(c)
	88	31.6/32.6	W/O Buckhorn Ridge to E/O Tiger Ck Rd.	Continuous 2 way left turn lane	400	(c)
	88	33.0/33.6	From Meadow Dr. to Antelope Dr.	Realign & Widen to 32'	200	(c)
	88	39.7/42.0	From 1.5 mi E/O Fiddle- town Silver Lake Rd to 0.3 mi E/O Cooks Sta.	Realign and Widen to 32'	987	(c)
	88	41.7/71.6	Cook Sta to Alp Co Ln	Operational Imp.	1200	(e)
	88	42.0/45.4	0.3 mi E/O Cooks Sta to Ham Sta.	Widen & Realign to 32'	925	(c)
	88	42.0/45.5	E/O Cooks Sta to Hams Sta	Struct. Sect. Repair	400	(a)
	88	45.4/R54.7	From Hams Sta to 0.1 mi W/O Foster Meadow Rd.	Realign & Widen to 32'	2110	(c)

Project Source: (a) Caltrans Candidate List
 (Code) (b) 1984 STIP
 (c) Locally Supported Project (Not in State Program)
 (d) Caltrans Minor Program Project
 (e) System Planning Improvement

Amador COUNTY

STATE HIGHWAY PROJECTS (LONG RANGE)

Not Prior- itized	State Route	Post Mile	Location	Project Description	Project Costs (1984 \$000)	Code
	88	R60.8/R63.3	W/O Tragedy Spgs, to E/O Mud Lk.	Struct. Sect. Repair	300	(a)
	88	64.2/71.6	From Plasses Rd to Alpine County Line	Realign & Widen to 32'	1454	(c)
	88	R64.2/71.6	Stkn Muni Camp to Alp. Co Ln	Construct Shoulders	1170	(a)
	88	R65.8/71.6	Kays Rd to Alpine Co In. (Portions)	Struct. Sect. Repair	527	(a)
	88	66.4	Silver Lake Dam & E/O Dam	Widen Dam and E. Approach	unknown	(c)

Project Source: (a) Caltrans Candidate List
 (Code) (b) 1984 STIP
 (c) Locally Supported Project (Not in State Program)
 (d) Caltrans Minor Program Project
 (e) System Planning Improvement

- . No local planning decisions are expected to be hindered by retaining this route adoption.
- . No rights-of-way directly related to this project have been acquired by the State; therefore, all property remains on the tax roll.
- . All engineering work and costs expended to date on this project would be lost if the adopted route is rescinded.
- . Should the route be rescinded, the efforts and costs required to restore this project to its current state would more than likely make it prohibitive in the future.
- . Should a turnaround in the economic picture occur, this project could become eligible for construction in the future.

2. County Roads

The county road projects shown on Table 11 were submitted by the Amador County Public Works Department. These projects represent the county's current listing of identified Long-Range projects that either need immediate attention or should be considered for construction in the foreseeable future.

3. City Streets

For several reasons four of the five cities in Amador County do not have a Long-Range Plan (beyond 5 years) that identifies major roadway construction projects. The City of Jackson has submitted a short- and long-range plan and it is outlined in Table 15. Among the reasons given by the cities for not having a Long-Range Plan are: (1) the uncertainty of

Amador COUNTY
COUNTY ROAD PROJECTS (SHORT-RANGE)

TABLE 11
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Priority	County Road	Length	Location	Project	Phase	Project Costs (ESC) \$000	Funding Source	Year of Expenditure
1	Ridge Road	2.2 mi	From Tanner Reservoir to Hamrick Grade Road	Reconst. Existing	R/W	.7	Exch.	84-85
					PE	.3	SM	
						17.2	Exch.	84-85
					C	8.6	SM	
2	Cook Road	—	At Dry Creek	Replace Bridge and Reconstruct approaches		481.0	Exch.	84-85
						240.0	SM	
					R/W	5.4	HBRR	84-85
						.5	Exch.	
						.2	SM	
						.6	CO.	
					PE	19.8	HBRR	84-85
						1.6	Exch.	
						.8	SM	
						2.5	CO.	
					C	260.0	HBRR	84-85
						22.0	Exch.	
						11.0	SM	
						32.0	CO	

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

Funding Source:

Exch = Exchange Dollars
SM = State Match Funds
Co = County Dollars
HBRR = Highway Bridge Replacement or Rehabilitation

Amador COUNTY
COUNTY ROAD PROJECTS (SHORT-RANGE)

TABLE 11
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Prior- ity	County Road	Length	Location	Project	Phase	Project Costs (ESC) \$000	Fund- ing Source	Year of Expendi- ture
3	Five Mile Road		At Sutter Creek, W/O Ione	Replace Bridge	R/W	4.0	HBRR	84-85
						.7	Exch	
						.3	SM	
					PE	72.0	HBRR	84-85
						12.0	Exch	
						6.0	SM	
					C	244.0	HBRR	84-85
						39.6	Exch	
						21.4	SM	
			SHORT RANGE TOTALS BY TYPE			605.2	HBRR	
						575.3	Exch	
						288.6	SM	
						35.1	Co	
			SHORT RANGE TOTAL			1504.2		

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

Funding Source:

Exch = Exchange Dollars
SM = State Match Funds
Co = County Dollars
HBRR = Highway Bridge Replace-
ment or Rehabilitation

Amador COUNTY
COUNTY ROAD PROJECTS (LONG-RANGE)

TABLE 11
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Not Prior- itized	County Road	Length	Location	Project	Phase	Project Costs (1984 \$000)	Fund- ing Source	Year of Expendi- ture
	Shenandoah Road	2000'+	500' westerly to 1500' northerly of Fiddletown Road	Reconst.	C	825	Co	
	Jackson Valley Road	4000'+	500' S/O Greenstone Quarry Entrance to Martin Lane	Reconst.	C	105	Co	
	Shenandoah School Road	18000'+	From Shenandoah Road to Shenandoah Road	Reconst.	C	555	Co	
	Steiner Road	10500'+	From Shenandoah Road to Shenandoah Road	Reconst.	C	17	Co	
	Lawrence Road	11000'+	From Tyler Road to County Line	Reconst.	C	290	Co	
	Charleston Volcano Road	5000'+	From 7000' S/O Shake Ridge Road to 2000' S/O Shake Ridge Road	Reconst.	C	132	Co	
	Jackson Valley Camanche Road	7000'+	From Camanche Parkway North to Buena Vista Ind. Reservation Road	Reconst.	C	185	Co	

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

Funding Source: F = Federal Dollars
Exch = Exchange Dollars
SM = State Match Funds
Co = County Dollars

Amador COUNTY

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COUNTY ROAD PROJECTS (LONG-RANGE)

Not Prior- itized	County Road	Length	Location	Project	Phase	Project Costs (1984 \$000)	Fund- ing Source	Year of Expendi- ture
	Jackson Valley Road	2000'+	From 4000' N/O Village Drive to 6000' N/O Village Dr. (Reconst. Curves)	Overlay	C	20	Co	
	Shenandoah Road	17,500'+	From end of FAS Project to Bell Road	Overlay	C	175	Co	
	Forest Home Road	5500'+	From Carbondale Road to Highway 16	Reconst.	C	145	Co	
	Grelich Road	16000'+	From Highway 16 to Old Sacramento Road	Widen & Reconst	C	425	Co	
	Spring Valley Road	3500'+	From Old Sacramento Road to end	Widen & Reconst	C	95	Co	
	Bell Road	20000'+	From Highway 49 to Shenandoah Road	Widen & Reconst	C	530	Co	
	Latrobe Road	5000'+	From Old Sacramento Road to Lorentz Road	Reconst	C	132	Co	
	Cook Road	3000'+	From Old Stockton Road to Cook Bridge	Reconst	C	80	Co	
	Taylor Road	4500'+	From Lorentz Road to end	Widen & Reconst	C	119	Co	

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

Funding Source: F = Federal Dollars
Exch = Exchange Dollars
SM = State Match Funds
Co = County Dollars

Amador COUNTY
COUNTY ROAD PROJECTS (LONG-RANGE)

TABLE 11
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Not Prior- itized	County Road	Length	Location	Project	Phase	Project Costs (1984 \$000)	Fund- ing Source	Year of Expendi- ture
	Old Sutter Creek Amador City Road	9000'+ —	From Sutter Creek City Limits to Amador City Limits	Widen & Reconst	C	240	Co	
	Jackson Valley Clements Road	2000'+ —	From 4,000' N/O Village Drive to 6,000' N of Village Dr. (Reconst Curves)	Reconst	C	53	Co	
	Kit Carson Road	4000'+ —	From Hwy 88 to E/side of Silver Lake (Overlay Only)	Overlay	C	40	Co	
	Shenandoah Road	17500'+ —	From End FAS Project to Bell Road	Overlay	C	175	Co	
	Latrobe Road	14500'+ —	From Lorentz Rd to Co Ln	Overlay	C	145	Co	
	Fiddletown Road	30000'+ —	From Shenandoah Road to Tyler Road	Overlay	C	300	Co	
	Fiddletown-Silver Lake Road	10500'+ —	From Tyler Road to Hale Rd	Overlay	C	105	Co	
	Pine Grove-Volcano Rd	16000'+ —	From Hwy 88 to Sutter Creek-Volcano Road	Overlay	C	160	Co	
	Old Waits Station Hwy (Waterman Road)	5000'+ —	From Ione City Limits to Hwy 124	Overlay	C	50	Co	

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

Funding Source: F = Federal Dollars
Exch = Exchange Dollars
SM = State Match Funds
Co = County Dollars

Amador COUNTY
COUNTY ROAD PROJECTS (LONG-RANGE)

TABLE 11
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Not Prior- itized	County Road	Length	Location	Project	Phase	Project Costs (1984 \$000)	Fund- ing Source	Year of Expendi- ture
	Drytown Amador Via Bunkerhill Road	8000'+	From Hwy 49 to Rancher North Amador Road	Overlay	C	80	Co	
	Carbondale-Plymouth Rd	18500'+	From Old Lambert Road (East End) to Hwy 16	Overlay	C	185	Co	
	Lorentz Rd	10500'+	From Latrobe Rd to End	Overlay	C	105	Co	
	Steiner Road	10500'+	From Shenandoah Road to Shenandoah Road.	Overlay	C	105	Co	
	Butte Mountain Cut- off Road	1900'+	From Butte Mountain Road to Clinton Road	Overlay	C	18	Co	
	Pioneer Creek Road	2100'+	From Buckhorn Ridge Rd to Pioneer Creek	Reconst	C	55	Co	
	Pine Grove-Tabeau Rd	12400'+	From 1,000' Westerly of P.G.&E. ditch to 5,000' Southerly of Clinton Bar Road	Reconst	C	328	Co	
	Charleston-Volcano Rd	9000'+	From Shake Ridge Rd to 2,000' southerly; and from 7,000' southerly of Shake Ridge Rd to Pine Grove- Volcano Road	Reconst	C	238	Co	
Subtotal (L-R Plan)						\$6080		

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

Funding Source: F = Federal Dollars
Exch = Exchange Dollars
SM = State Match Funds
Co = County Dollars

available road funds beyond the near-term; (2) limited engineering and/or planning staff available to provide expertise; (3) all or most available funds will be spent on maintenance of existing system; and (4) the costs for most new roadway construction will be the responsibility of developers or those making improvements that impact the road system.

The Short-Range Plan will show those short-term projects identified by each city that provided the information. See Tables 12 through 16.

4. Public Transit

Public transit in rural areas, in most cases, only considers the short-range financial programming of transit services. However, the Amador LTC and the Amador Rapid Transit Board have adopted Goals, Objectives, and Policies that are intended to guide public transportation services in Amador County, both presently and in the future. See Table 17.

5. County Airport

The county airport projects shown on Table 18 consist of those projects to upgrade existing facilities and improve the existing county airport (Westover Field) located near Martell.

6. Bicycles

The 1980 Bike Plan for Amador County basically does two things. First, it identifies a basic

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CITY STREET PROJECTS (SHORT RANGE)

Prior- ity	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
62	Raymond Drive		Portions	Overlay	C	23.6	
	West Marlette St.		Depot Rd. to City Limits	Reconstr	C	125.8	
	East Main St.		Ione St. to N. Summit St.	Overlay	C	11.6	
	East Main St.		E/O N. Summit St.	Reconstr	C	10.9	
	East Jackson St.		Ione St. to Amador St.	Overlay	C	8.0	
	East Market St.		Ione St. to Amador St.	Overlay	C	7.6	
	East Marlette St.		Ione St. to Bacon St.	Overlay	C	12.5	
	Washington St.		Portions	AC Curbs	C	4.5	
	S. Arroyo Seco St.		E. Jackson St. to Washington St.	Overlay & Curbs	C	5.0	
	Amador St.		Main St. to Washington St.	Overlay & Curbs	C	9.9	
	Bacon St.		E. Marlette to Foothill Blvd.	Overlay	C	2.5	
	Oak/Poplar/Walnut Sts.		Portions	Overlay	C	14.5	
	Tregaskis Lane		Portions	Reconstr	C	5.4	
	Violet Lane		Cul de Sac at end	Pave	C	4.8	
			1985-87 Total			246.6	

Phase: C = Construction
 R/W = Right of Way
 PE = Preliminary Engineering

CITY OF IONETABLE 12
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CITY STREET PROJECTS (SHORT RANGE)

Priority	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expenditure
63	<p>There is also \$273,800 needed in drainage improvement which will be addressed by a study with CDBG funds received by the City.</p> <p>There is not enough gas tax funds for the next two years to accomplish any project. In addition, other streets not mentioned will also need attention.</p>						

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

CITY STREET PROJECTS (SHORT RANGE)

Prior- ity	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
1	RABB STREET	900'	from Hwy 49 to end of Rabb	Reconstruct	C	52	
2	PATRICIA LANE	2050 X 36	Surface	Recon- struct	C	98	
2	JUDY DRIVE	1350 X 28	Surface	Recon struct	C	13	
3	BARBARA COURT AND JEAN COURT	250 X 28, 290 Cul-de-Sac	Surface	Recon- struct	C	12	
4	INTERSECTION OF SPANISH AND IONE ROAD	N/A	Realigning and construct new intersection	Recon- struct	C		

Phase: C = Construction
 R/W = Right of Way
 PE = Preliminary Engineering

CITY STREET PROJECTS (LONG RANGE)

Prior- ity	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
1	BADGER STREET	N/A	Construct new bridge to be above flood plane	New Bridge	C	250	
2	OLD SUTTER HILL ROAD	3750'	From Ridge Road to Hwy 49 reconstruct and widen road construct 3 new inter-sections	Recons-truction	C	105	
3	VARIOUS CITY STREETS		Provide minor improvements curbs, drainage, minor overlay and etc.	Various	C	70	
4	MAHONEY ROAD	800'	From Badger St to Oro Madre Way widen, reconstruct and provide drainage	Recons-truction	C	43	
5	AMADOR TRAIL	600'	Construct new City street from northend of Spanish to southend of Spanish	New Con-struction	C	40	

Phase: C = Construction
 R/W = Right of Way
 PE = Preliminary Engineering

CITY STREET PROJECTS (SHORT RANGE)

Priority	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expenditure
1	Landrum	420'	Church east 420'	Chip-seal 1½" overlay sealant	C	8	1985
2	Church	450'	Main Street north to end	Chip-seal 1½" overlay sealant	C	14	1985
3	Hay	550'	Empire St. west to Sherwood St.	Chip-seal 1½" overlay sealant	C	10	1986
4	Davis	500'	Poplar St. to Locust	Chip-seal 1½" overlay sealant	C	9	1986
5	Locust	600'	Empire St. east to Poplar St.	Chip-seal 1½" overlay sealant	C	11	1987
6	Mill	1200'	Main St. south to Poplar	Chip-seal 1½" overlay sealant	C	22	1987
7	Quartz	400'	Hwy. 49 east to end	Chip-seal 1½" overlay sealant	C	7	1988
8	Pacific	1700'	Hwy. 49 east to Hwy. 49	Chip-seal 1½" overlay sealant	C	31	1988
9	Sutter	155'	Bush St. south to end	Chip-seal 1½" overlay sealant	C	4	1989

Phase: C = Construction
 R/W = Right of Way
 PE = Preliminary Engineering

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CITY STREET PROJECTS (SHORT RANGE)

Prior- ity	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
10	Landrum	1500'	Church St. west to Main St.	Chip-seal 1½" over- lay sealant	C	27	1989
11	Mineral	650'	Mill St. north to Main St.	Chip-seal 1½" over- lay sealant	C	12	1989

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

CITY STREET PROJECTS (LONG RANGE)

Prior- ity	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
1	Main	2800'	Hwy. 49 to Old Sacto. Rd.	Chip-seal 1½" over- lay sealant	C	50	1990
2	Sherwood	1050'	Main St. south to Locust St.	Chip-seal 1½" over- lay sealant	C	19	1991
3	Empire	2950'	Main St. south to end	Chip-seal 1½" over- lay sealant	C	53	1992
4	Gerrans	315'	Locust St. south to end	Chip-seal 1½" over- lay sealant	C	6	1993
5	Poplar	1050'	Main St. south to Hwy. 49	Chip-seal 1½" over- lay sealant	C	19	1993
6	Sutter	725'	Pacific St. south to Bush St.	Chip-seal 1½" over- lay sealant	C	13	1994
7	Bush	1200'	Hwy. 49 east to end	Chip-seal 1½" over- lay sealant	C	22	1994
8	Atlantic	330'	Empire St. east to end	Chip-seal 1½" over- lay sealant	C	6	1995
9	Laverne	400'	Hwy. 49 east to end	Chip-seal 1½" over- lay sealant	C	7	1995

Phase: C = Construction
 R/W = Right of Way
 PE = Preliminary Engineering

CITY STREET PROJECTS (SHORT RANGE)

Prior- ity	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
1	French Bar Road	2800' +	From Highway 49 to West City Limits (Widen)	Reconst	C	190	
2	New Street	1500' +	From Hwy 88 to New York Ranch Rd. N/O Court St.	New Const.	C	(180) by Developer	
3	Pitt Street	N/A	At Jackson Ck, Middle Fork (Replace 1-lane Bridge)	New Bridge	C	60	
4	Jackson, Gate Road	N/A	Jackson Ck North Fork (Shoulder Repair)	Reconst	C	20	
TOTAL SHORT RANGE PROJECTS						270	

Phase: C = Construction
 R/W = Right of Way
 PE = Preliminary Engineering

CITY STREET PROJECTS (LONG RANGE)

Not Prior itized	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
	North Main Street	2100' +	From Piccardo Ln. to Stark Ln. (Widen & Realign)	Reconst	C	195	
	Various Streets	3700' +	Jackson Highlands Sub-Division (Replace Pavement Structure)	Reconst	C	265	
	South Avenue	N/A	Jackson Creek South Fork (Widen 1-Lane Bridge to 2-lane)	Widen Bridge	C	46	
	Various City Streets	N/A	Provide Minor Imp. (Curbs, drainage, minor overlays and slurry)	Various	C	58	
	Jackson Gate Road	4500' +	From Stark Ln. to N'y Reconstruct & Replace Bridge	Reconst.	C	390	
	Court Street	900' +	From Hwy 88 to New York Ranch Road (Adjust grade and alignment & widen)	Reconst	C	80	
	Broadway	1800' +	From Bridge Avenue to Clinton Road (Adjust Grade and widen)	Reconst	C	160	
	Broadway	N/A	Jackson Creek, South Fork (Replace one-lane bridge)	New Br.	C	115	

Phase: C = Construction
 R/W = Right of Way
 PE = Preliminary Engineering

CITY STREET PROJECTS (LONG RANGE)

CITY STREET PROJECTS (LONG RANGE)

Not Prior- itized	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
	New Street	1400' + _	From Hwy 49/88 to North Main Street in vicinity of Kennedy Street	New Street	C	230	
			SUBTOTAL (L-R PROJECTS)			\$1539	

Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

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CITY STREET PROJECTS (SHORT RANGE)

Prior- ity	Street	Length	Location	Project	Phase	Project Costs (1984 \$000)	Year of Expendi- ture
		No Project	Submitted				

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Phase: C = Construction
R/W = Right of Way
PE = Preliminary Engineering

bicycle route system for the county and, secondly, it identifies projects that will improve conditions for bicycle travel in Amador County. The basic route system is shown on Map 4.

F. Short-Range Program

The purpose of the short-range program is to outline those projects and programs that should be implemented in Amador County during the next five years. The projects shown in this section are those the LTC considers as high priority for implementation. Although some of the projects shown in this section may not be implemented in the next five years, the LTC considers these projects to be: (1) consistent with the adopted Goals, Objectives, and Policies of the Amador LTC; (2) in conformance with the Circulation Element of the County General Plan; and (3) within the finances available from various transportation programs.

It should be noted that both the Short-Range Plan and Long-Range Plan projects are shown on the same table. This avoids duplicate listing of projects for both plans. It should also be noted that, generally, project costs reflect an 8% annual increase over projects shown in the 1982 RTP. The 8% increase represents our "best estimate" of annual increase in costs due to inflation.

1. State Highway Projects

One source for State highway projects listed on Table 10 is the 1984 State Transportation Improvement Program (STIP). Each year the California

Transportation Commission (CTC) adopts the STIP in accordance with the mandate of AB 402 (1977). The STIP lists those projects proposed for financing and construction in the next 5-year period.

Each year, prior to April 1, the Amador LTC is invited to comment on the Proposed STIP (PSTIP). If the LTC so desires, their representative(s) may appear before the CTC to present their views regarding projects scheduled/not scheduled within the LTC's jurisdiction. During development of the 1984 STIP, the Amador LTC did not disagree with those PSTIP projects scheduled in Amador County. The LTC was concerned that the 1984 PSTIP was below the county minimum, and successfully lobbied the CTC to add the Drytown Bridge Widening Project to the STIP.

Another source is the Minor Project Program administered by Caltrans. Projects in this category are generally described as less than \$250,000 and not included in the STIP.

2. County Road Projects

Both Short-Range (next 5 years) and Long-Range (beyond 5 years) Plan county road projects are shown on Table 11. Several of the short-range projects are to be funded under the Exchange Dollar Program. Exchange dollars in reality are state dollars available to certain counties in exchange for Federal-Aid Secondary (FAS) funds. A detailed

explanation is contained in the Financial Element of this plan.

3. City Street Projects

Because of the reasons addressed in the Long-Range Plan, very little project detail information is available from the cities in Amador County. Each city was contacted and invited to participate with their input for the RTP. City street projects which have been identified are shown on: Table 12 (Ione); Table 13 (Sutter Creek); Table 14 (Plymouth); Table 15 (Jackson), and Table 16 (Amador City).

4. Public Transit

It appears, looking at future projections of demographic distribution in the area, ARTS will have adequate capacity to serve the population through 1990. Major capital expenditures through F.Y. 86/87 will be for replacement of vehicles that become worn out or obsolete. It is projected that two vehicles will be replaced in 1985/86 and two in 1986/87, thereby maintaining adequate capacity for service.

The annual unmet needs hearing may identify future planning activities. Monitoring of the system is part of the ongoing planning activity. The performance audit recommendations are being implemented. ARTS five-year program is shown on Table 17.

TABLE 17 ARTS 5 YEAR PROGRAM
(F.Y. 81/82-86/87)

ITEM	81/82	82/83	83/84	84/85	85/86	86/87
Revenues						
LTF	\$124,000	\$127,593	\$132,000	\$135,000	\$149,000	\$150,000
STAF	\$ 20,400	\$ 30,794	\$ 34,206	\$ 36,600	\$ 42,000	\$ 45,000
UMTA Sec. 18						
Operating	\$ 30,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Capital	\$ 75,000	- 0 -	\$ 56,000		\$ 64,000	\$ 68,000
Fares	\$ 54,776	\$ 51,196	\$ 53,000	\$ 54,000	\$ 55,000	\$ 57,000
Interest	\$ 5,369	\$ 10,767	\$ 5,309	*	*	*
Depreciation	\$ 7,322	\$ 14,966	*	*	*	*
TOTAL	\$316,867	\$250,316	\$295,515	\$240,600	\$325,000	\$335,000
Expenditures						
Operating	\$230,191	\$250,316	\$225,515	\$240,600	\$245,000	\$250,000
Capital	\$100,635	- 0 -	\$ 70,000	- 0 -	\$ 80,000	\$ 85,000
TOTAL	\$316,867	\$250,316	\$295,515	\$240,600	\$325,000	\$335,000

* not calculated

5. Aviation Projects

Stage 1 and Stage 2 airport projects shown on Table 18 are part of the Airport Master Plan designed to upgrade facilities at Westover Field. According to current plans, Stage 2 will not be completed within the next 5-year period; however, it is expected that funding commitments can be consummated within the Short-Range Plan period. Additional Long-Range Plan projects are described under Stage 3. These projects are also an integral part of the Airport Master Plan.

6. Bicycle Projects

An Amador County Bike Plan was approved in 1980. This plan identified several projects that could be constructed to provide safer traveling conditions for both the motorist and bicyclists. The second of those projects (eastbound travel on Highway 88 from Buckhorn to Dew Drop Fire Station), was recently completed. Another project (bicycle storage facilities for City of Jackson) proceeded until the City of Jackson rejected it as it approached the final stages for funding.

It should be noted that two shoulder-widening projects for westbound travel on Highway 88 between Pine Grove and Dew Drop Fire Station are identified in the State Highway Projects section. It is unlikely that two westbound projects will be funded from the state bicycle facility program.

TABLE 18

AMADOR COUNTY
COUNTY AIRPORT IMPROVEMENTS

<u>Stage</u>	<u>Project Description</u>	<u>Cost (1984 Dollars in 1,000's)</u>	<u>Construction Year(s)</u>
1	Construct: Airport Access Road, Auto Parking Area, Hangar-Pavement Area, Airport Security, and one Hangar. Complete all other work necessary to finish Phase 1 of the Amador County Airport Master Plan.	\$ 2,100	1985-1990
	Subtotal	\$ 2,100	
2	Construct: Additional Aircraft Park- ing Aprons, Tiedowns, Con- nector Taxiways, Hangar Pavement Areas, Hangar, Apron Edge Taxiway to Hangers, Auto Parking Areas, additional con- struction on Airport Access Road, and expand Airport Terminal Building, and other work necessary to complete Phase 2 of the Master Plan.	\$ 1,100	1991-1994
3	Finish Construction of: Airport Access Road, Hangar Pavement Area, Air- craft Parking Apron, Tie- Downs, Hangars, Auto Parking Area, and Airport Access Road. Complete all work neces- sary to finish Phase 3 of the Master Plan.	\$ 900	1994-2000
	Subtotal (L-R)	\$ 2,000	
	GRAND TOTAL	\$ 4,100	

Amador County bicycle projects are shown on Table 19.

G. Implementation Program

Following are some general remarks regarding both Plan Implementation and Project Implementation.

1. Plan Implementation

The Amador LTC, the designated Regional Transportation Planning Agency (RTPA) for Amador County, has the primary responsibility for developing the RTP. However, this 1984 RTP Update has been developed with the intent of also serving as the Circulation Element Update of the County General Plan. A final decision on this will be the responsibility of the County Planning Commission and the County Board of Supervisors. This will follow adoption of the RTP by the Amador LTC.

2. Project Implementation

Project implementation will continue to be the responsibility of the individual jurisdictions as indicated in the Policy Element. This will include planning, preliminary engineering, project environmental impact statements, developing governmental and public input, final location, design, funding, and construction. Each jurisdiction should work within the framework of the regional plan.

AMADOR COUNTY

TABLE 19
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BICYCLE PROJECTS (SHORT RANGE)

Priority	Description	Length	Const. Cost (1984 \$000)	Possible Funding Source				Implementing Agency
				State	LTP	County	City	
	Route 88-From Pine Grove to Buckhorn (Widen Shoulder Westbound) (Portions)	8.3 mi	See State Highway Projects	X				State
	Route 88-From Buckhorn to Cooks Station - (Widen Shoulders Westbound) (Portions)	9.7	See State Highway Projects	X				State
	Ridge Road-That portion of Ridge Road between Sutter Hill and Climax Road with no paved shoulder (Widen shoulders on both sides of road)	2.2	See County Road Proj.			FAS		County

AMADOR COUNTY

TABLE 19
Page 2 of 2

BICYCLE PROJECTS (Long Range)

Not Priori- ized	Description	Length	Const. Cost (1984 \$000)	Possible Funding Source				Implementing Agency
				State	LTF	County	City	
	Hoffman St.-From .25 mi. west of Rte. 49 to Argonaut Lane (Widen shoulders for bicycles)	0.6 mi.	41		X		X	Jackson
	Argonaut Lane-From Hoffman Street to junction Rte. 49 (Widen shoulders for bicycles)	0.9 mi.	72		X		X	Jackson
	Climax Road-From Ridge Road to Rte. 88. (Widen shoulders for bicycles)	3.1 mi.	270			FAS& EXCH		County

The private sector may become involved with the development of certain transportation improvements, such as streets and roadways adjacent to or part of planned development, providing public transportation, etc. The private sector should also work within the framework of the regional plan. Where required by ordinance, the County will attempt to implement the Goals, Objectives, and Policies of this plan through the subdivision or other permit review process.

IV. FINANCIAL ELEMENT

The purpose of this section is to discuss potential funding for implementing the Short-Range Plan described in the Action Element. A sign of the times is that the financial picture, nationwide, is fearfully muddled, and transportation is no exception. The nation, state, and local governments are all confronted with making hard and unpopular financial decisions that will affect just about every mode of transportation, both present and in the future. This Financial Element will attempt to describe the transportation financial picture as it presently exists and develop revenue projections for a 5-year program period.

A major development in California as an attempt to shore up the depleted buying power of the transportation dollar was the passage of SB 215 (1981). This bill, authored by John Foran, provided increased funds for both the state and local governments. Some major financial provisions of SB 215, when fully enacted, were as follows:

1. Increased the state excise tax on gasoline and diesel fuel from 7¢ a gallon to 9¢ a gallon (Began January 1, 1983.)
2. Revised the apportionment of the excise tax on gasoline as shown on Table 20. (Began July 1, 1983.)

TABLE 20

CENTS PER GALLON GASOLINE

<u>Agency</u>	<u>S&H Code</u>	<u>Pre-SB215</u>	<u>Post-SB215</u>	<u>Cents Change</u>
Counties	2104	1.625	2.035	+0.410
Cities/Counties	2106	1.040	1.040	NC
Cities	2107	0.725	1.315	+0.590
State Hwy. Acct.	2108	<u>3.610</u>	<u>4.610</u>	<u>+1.000</u>
TOTALS		7.000	9.000	+2.000

3. Revised the apportionment of excise tax on diesel fuel as follows. (Began July 1, 1983):

TABLE 21

CENTS PER GALLON DIESEL

<u>Agency</u>	<u>S&H Code</u>	<u>Pre-SB215</u>	<u>Post-SB215</u>	<u>% of 9¢/Gal.</u>
County	2104	-0-	1.80	20.0
Cities	2107	-0-	2.59	28.8
State Hwy. Acct.	2108	<u>2.0</u>	<u>4.61</u>	<u>51.2</u>
TOTALS		7.0	9.00	100.0

4. Reduced the amount of "spillover" revenue from state gasoline sales tax transferred to the State General Fund from \$141,00,000 in 1982-83 to zero in 1986-87 F.Y. The balance of "spillover" revenue, if any, shall be split in the following manner:
- 50% to the State Highway Account
 - 50% to the State Transportation Planning and Development (TP&D) Account
5. Increased from \$42 to \$60 per mile the monthly revenue to eligible counties for maintained county roads. (Began July 1, 1983.)
6. SB 215 also increased state fee rates for:
- Vehicle registration (from \$11 to \$22 began January 1, 1982)

-Driver's licenses (basic rate from \$3.25 to \$10 began January 1, 1982)

-Commercial weight fees (first stage began January 1, 1982)

-Miscellaneous DMV fees

A. Funding Sources - State Highways

Final approval for the funding of state highway projects is the responsibility of the California Transportation Commission (CTC), for all major construction projects (\$250,000 or more) and other selected projects and programs. This is accomplished through the STIP process.

1. Federal Funds

The 9 cents per gallon tax is placed in the Federal Highway Trust Fund and distributed back to each state. Historically, California has received back between 60% and 75% of what it pays in. Caltrans has supported a joint effort to influence Congress to guarantee a return of at least 85% of such funds to California. The guarantee was accomplished by State Transportation Assistance Act (STAA) in 1982.

There are 36, plus or minus, Federal-Aid programs which are financed from the Federal Highway Trust Fund. California participates in about a dozen of these programs. The programs which have the greatest impact on highway projects in Amador County are the Federal-Aid Primary (FAP) and Federal-Aid Secondary (FAS) systems. The FAP system includes all

but one of the state highways in Amador County. The FAS system in Amador County includes State Highway Routes 26 and 104, and selected county roads. _

2. State Funds

There are three general sources of state funds deposited in the State Highway Account: (1) taxes on gasoline and diesel fuel; (2) motor vehicle weight fees; and (3) balance of the motor vehicle account.

The 9 cents per gallon state tax on gasoline is collected from the gasoline distributors who, in turn, collect from the station operators, who, in turn, collect from their customers at the pump. Under SB 215 (1981) the State portion is 4.61 cents and the local portion is 4.39 cents.

The 9 cents per gallon state tax on diesel is apportioned with 4.61 cents to the State Highway Account and 4.39 cents to cities and counties. Prior to January 1, 1983, all the 7 cents per gallon state tax on diesel fuel went to the State Highway Account.

Under SB 215 commercial vehicle weight fees are to be increased in two (2) stages. The first stage was effective January 1, 1982, and the second stage is effective January 1, 1985. These fees, less the cost to DMV to collect the fees, are deposited in the State Highway Account (SHA).

B. Funding Sources - Local Roads

There are several sources of road funds available to cities and counties. Some of these funds are not restricted to use (e.g. "In-Lieu" fees) and may be programmed at the discretion of each city or county. Following is a brief description of the major sources of funds that can be used for funding local roads.

1. Federal Funds

California's Federal-Aid Secondary Highways Act permits counties whose FAS apportionments are less than one percent of the total allocation to all counties in the State to exchange their FAS funds for an equal amount of non-federal funds from the State Highway Account. Amador County falls into this category and has chosen, by resolution of the County Board of Supervisors, to receive "Exchange" dollars in place of "FAS" dollars. The "Exchange" funds, along with the "state matching" funds from the State Highway Funds, can be used for any highway construction purposes on or off the FAS System.

Table 22 shows the amount of funds estimated to be available to Amador County from this program in the next five years:

Another source of federal funds comes from federal property located within the county. Twenty-five percent of all revenue generated by National Forest Lands Use is returned to the county

TABLE 22
AMADOR COUNTY
ESTIMATED FAS PROGRAM FUNDS

<u>Year</u>	<u>Apportioned Exchange Dollars Plus State Match.</u>	<u>Total Available</u>	<u>Programmed Expenditure</u>	<u>Balance</u>
Prior Bal	623,000			
84-85	178,000	801,000	801,000	-0-
85-86	178,000	178,000	43,000	135,000
86-87	178,000	313,000	-0-	313,000
87-88	178,000	491,000	-0-	491,000
88-89	178,000	669,000	-0-	669,000

NOTE: The above figures are based on the current project program shown on Table 11.

and can be used only for county roads and school purposes on a 50/50 split. These funds are often referred to as "Forest Reserve" funds. These funds vary considerably from year to year due to the uncertainties of the housing industry.

In past years the amount of Forest Reserve funds available for Amador County roads was: \$205,000 in 1979-80; \$139,000 in 1980-81; and \$244,000 in 1981-82. According to the USFS, Amador County should receive approximately \$150,000 in 1984-85 and 1985-86 fiscal years. For the purposes of this report the \$150,000 will be held for the next five years as shown on Table 23.

TABLE 23

AMADOR COUNTY
ESTIMATED "FOREST RESERVE" FUNDS

<u>Year</u>	<u>Timber Funds</u>
1984-85	\$150,000
1985-86	\$150,000
1986-87	\$150,000
1987-88	\$150,000
1988-89	\$150,000

*SOURCE: United States Forest Service

2. Local Funds

Although the state excise tax on gasoline and diesel is collected by the State, these funds are apportioned back to cities and counties and become local funds. As previously mentioned, SB 215 prescribes the revised amounts to be allocated to cities and counties.

The 4.39 cents of the 9 cents state tax per gallon on gasoline and diesel is apportioned to local governments according to Sections 2104, 2106, 2107, and 2107.5 of the Streets and Highways Code.

Section 2104 (counties) - Funds received by Amador County under this section includes:

- . \$20,000 annually for Engineering and Administrative expenses
- . Snow removal funds
- . Heavy rainfall and storm damage funds

- . Apportionment for fee-paid and exempt vehicles in county
- . Roadway maintained mileage funds. (These funds increased from \$42 to \$60 per maintained mile on July 1, 1983.)
- . Apportionment of remaining funds

Section 2106 (cities and counties) - Funds expected to be received by Amador County and the five incorporated cities in the county during the next six years under this section are shown on Table 24.

TABLE 24

ESTIMATED LOCAL GAS TAX REVENUES

<u>Year</u>	<u>Amador</u> <u>County</u>	<u>Cities (Section. 2106,2107,2107.5)</u>				
	<u>Sec.2104,2106</u>	<u>Amador</u> <u>City</u>	<u>Ione</u>	<u>Jackson</u>	<u>Plymouth</u>	<u>Sutter</u> <u>Creek</u>
1984-85	495,200	7,383	31,187	34,053	13,683	25,200
1985-86	496,800	7,300	30,400	33,100	13,100	24,600
1986-87	493,300	7,300	29,600	32,300	13,100	23,900
1987-88	486,400	7,300	28,800	31,400	13,000	23,300
1988-89	487,700	7,300	28,100	30,700	12,800	22,800
1989-90	485,600	7,300	27,300	30,100	12,500	22,300

Source: State Controller's Office of Budget Development and Administration.

Section 2107 (cities) - Only cities receive funds under this section. These funds can be used for any street purposes.

Section 2107.5 (cities) - Only cities receive funds under this section. Use of these funds is limited to

general engineering and administration. For a city with a population of less than 5,000, the annual allotment under this section is \$1,000. These funds cannot be used for street purposes.

Local Transportation Fund (LTF/TDA) - Senate Bill 325 (1971), referred to as the Transportation Development Act (TDA), established a funding source for local transportation projects. The TDA funds may be used for street and road projects only after planning, administration, 2% for bicycle and pedestrian needs, and a determination by the Local Transportation Commission, using the public hearing process, that there are no unmet transit needs which can be reasonably met. At the public hearing held in May 1984, the LTC received no comments regarding any unmet transit needs.

Funds for TDA were generated when the 6% state general sales tax was extended to include a tax on the sale of gasoline with 1/4¢ being allocated to cities and counties. The total allocation to each county is based on total taxable sales in the county. The individual allocation to the county or a city is made on the basis of population. Although the TDA revenues are collected by the State, they are considered local revenues, and can be used as local matching funds for either state or federal funds.

TABLE 25

AMADOR COUNTY AND CITIES
ESTIMATED TDA/LTE REVENUES

<u>Year</u>	<u>Dollars</u>
1984-85	\$240,000
1985-86	240,000
1986-87	240,000
1987-88	240,000
1988-89	240,000

SOURCE: Amador County Auditor

General Fund monies which can also be used for street and road purposes usually consist of "in-lieu" taxes, traffic fines, and forfeitures, and other general revenues. These funds normally are not restricted to use.

Table 26 shows the estimated funds expected to be received from "in lieu" taxes during the next five years and Table 27 shows the estimated funds expected to be received by Amador County from "Traffic Fines and Forfeitures" during the next 5 years. Other general fund revenues are not addressed in this report.

Assessment District - The county is presently looking at the possibility of utilizing assessment district financing as a revenue source for road improvements. The Cook Road Bridge project is proposed to be financed, in part, from this source. Should this be

found successful, the county may consider this source on other projects.

TABLE 26
ESTIMATED MOTOR VEHICLE LICENSE FEES "IN-LIEU" REVENUES

<u>Year</u>	<u>Amador County</u>	<u>Cities</u>				<u>Sutter Creek</u>
		<u>Amador City</u>	<u>Ione</u>	<u>Jackson</u>	<u>Plymouth</u>	
1984-85	\$381,600	\$3,300	\$53,100	\$59,100	\$16,500	\$40,600
1985-86	381,600	3,300	53,100	59,100	16,500	40,600
1986-87	381,600	3,300	53,100	59,100	16,500	40,600
1987-88	381,600	3,300	53,100	59,100	16,500	40,600
1988-89	381,600	3,300	53,100	59,100	16,500	40,600

SOURCE: Preliminary estimate by Caltrans.

TABLE 27
ESTIMATED TRAFFIC FINES AND FORFEITURES FOR ROAD PURPOSES
(AMADOR COUNTY)

<u>Year</u>	<u>Dollars</u>
1984-85	\$70,000
1985-86	70,000
1986-87	70,000
1987-88	70,000
1988-89	70,000

Source: Amador County Auditor

C. Funding Sources - Public Transit

Funding for public transit systems is available from a variety of sources. Following is a brief description of the principal sources expected to be available to Amador County along with projected revenues.

1. Federal Funds

Funding for transit capital and operational costs is provided by the Urban Mass Transportation Act (1964 as amended). The bulk of these monies is designated, by law, for use in urban areas, and is not available for use by Amador County. However, the UMTA does make provisions for some funding in rural areas.

Section 18 - The Surface Transportation Assistance Act of 1978 amended the Urban Mass Transportation Act of 1964 by adding a new Section 18, "Public Transportation for Nonurbanized Area." This program provides federal assistance for expenses of local transportation systems serving the general public in nonurbanized areas (under 50,000 population). Funds may be used to provide fifty (50) percent of the net project operating costs and/or up to eighty (80) percent of capital expenditures.

Funds for the Section 18 program are apportioned under the Act to each State on a formula basis. From this amount, two sources of Section 18 funding are provided. One source is known as County Apportionment monies. Sixty-five (65) percent is

allocated to each county on the basis of nonurbanized population or \$15,000 per year, whichever is larger. Only eligible applicants within each county can apply for the County Apportionment monies. Twenty (20) percent of the Section 18 funds which California receives are placed in the reserve fund. Applicants statewide apply for these monies and projects are approved on a discretionary basis by the California Department of Transportation. The remaining amount of money that California receives, 15%, is used by the State for administration and technical assistance.

The County Apportionment for Amador County has been \$15,000 per year. ARTS applied for and received \$45,000 for operating assistance, which was funded from Amador's County Apportionment funds for the 79/80, 80/81, and 81/82 F.Y.'s. ARTS also has an application for capital assistance. This application was a request for \$56,000 to construct seven bus turnouts and shelters. The locations of these will be coordinated with school bus stops wherever possible.

The Section 18 program was established as a four-year program and the 85/86 F.Y. marks the end of this period. Unless the program is renewed before September 30, 1986, the end of the federal fiscal year, the program will be terminated. The approval

of ARTS' pending capital grant depends on: (1) the size of the new apportionment to the State of California; and (2) the priority of the project as compared to other projects that have requested discretionary funding.

It is assumed that California's share will be the same as before.

Section 16(b)(2) of the UMTA provides discretionary capital grant funds for vehicles and equipment to be acquired by private, nonprofit organizations to provide special transportation services to elderly and/or handicapped persons. These funds are available on a case-by-case basis, with federal assistance provided for 80% of the project's capital costs. The remaining 20% must come from some nonpublic source. In nonurbanized areas, projects eligible for Section 16(b)(2) funding must be included in a Transit Development Plan.

2. State Funds

ARTS received a capital grant during 1981/82 F.Y. to purchase a 17-passenger vehicle to provide transportation to the elderly and the handicapped in the region from SB 620 (Secretary's discretionary fund). However, at this time, there are no discretionary state funds available to Amador County due to recent amendments to SB 620.

3. Local Funds

Local Transportation Fund - The primary source for local funds used to operate ARTS in recent years has been the Local Transportation Fund (LTF,) made available by Senate Bill 325 (1971) and amended. SB 325 is also known as the Transportation Development Act (TDA).

A description of how and where LTF/TDA funds can be used in Amador County is capsulized in Section IV B-2 "Local Funds".

Total estimated amount of TDA/LTF funds to be available for Amador County and the five cities is shown on Table 25.

State Transit Assistance Fund - Funding for public transportation is available from State Transit Assistance Fund (STAF). These funds were established in 1979 under SB 620 and amended in 1982 under SB 215 and AB 2551/SB 1335. Local transportation planning agencies may allocate these funds to operators of public transit (under formula basis) or allocate for streets and roads (under certain conditions).

Amador County is entitled to funding under both of the above conditions. Amador Rapid Transit may apply, as an operator, for funding. The cities and county may apply for streets and road monies from this fund. However, the primary intent of this legislation is to give priority consideration to

claims to offset the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or areawide public transportation needs.

Fares - Amador Rapid Transit System currently is returning fare box revenue to operating costs in excess of 24%. The qualifying condition for this rate of return is a special contract arrangement with AM-Cal. AM-Cal is currently paying about 60% of the costs associated with the service being provided by ARTS.

AM-Cal Contract - AM-Cal (a part of Valley Mountain Regional Center, Inc.) has contracted with ARTS to provide transportation services. These services include delivery of handicapped students to a variety of school, training, and shopping activities. The service requires a bus to be used for approximately six hours a day for clients. This vehicle is also used for other services and during its use is available for the general public.

Nutrition Program - Central Sierra Elderly Assistance has contracted with ARTS to provide transportation services to the nutrition site in Jackson. Participants are transported five days a week. Tickets may be purchased at the nutrition site at a reduced cost.

D. Funding Sources - Aviation

1. Federal Funds

The Federal Airport Improvement Program (AIP) program provides 90% federal funding with 10% local funding for general aviation airports. This program must be ratified annually by Congress and has experienced some major reductions under the present administration's economic program.

AIP funds are derived from user charges such as taxes on aviation fuels, taxes on civil aircraft, and a surcharge on air passenger fares, and can be used for most capital expenditures.

Federal legislation was signed in early September 1982 which was to provide between \$4 and \$5 million per year to the State of California for general aviation projects between 1982 and 1987. Due to increased revenues from airline service, the fund is expected to more than double by 1987.

2. State Funds

The State of California Aid to Airports Program (CAAP), makes grant funds available for airport development and operation. Three types of state financial aid to publicly owned airports are available:

Annual Grants up to \$5,000 per airport. These grants do not require matching funds but are constrained as to usage. For example, these funds can be used to

match federal grant programs but not state programs. Also, they cannot be used for hangar construction. Prior to recent state legislation, these funds could accumulate up to a maximum of 3 years and if not spent would revert to the State. AB 2909 (1982) permits these funds to accumulate up to 5 years to total \$25,000. Estimated CAAP funds for Westover Field are shown on Table 28.

TABLE 28

AMADOR COUNTY
ESTIMATED CAAP ANNUAL GRANT REVENUES

<u>Year</u>	<u>Dollars</u>
1984-85	5,000
1985-86	5,000
1986-87	5,000
1987-88	5,000
1988-89	5,000

Acquisition and Development Grants provide funds for up to 90% of the cost of qualified airport developments, on a matching basis, to the extent that state funds are available.

Loans of 100% for projects for self-amortizing improvements. In 1981, Amador County borrowed \$85,000 to build 12 new T-Hangers from this program. The loan is for 12 years with an interest rate of

9.875%. This will be a continuing source of funds for hanger construction at the airport.

3. Local Funds

State law (Public Utilities Code 21684) requires that the local government provide necessary matching funds from non-Federal sources for any CAAP funds. These matching funds are usually provided directly from the County General Fund.

E. Funding Sources - Bicycles

Bicycle facilities funding has not been receiving much attention in recent years. As the use of bicycles has increased during the 70's throughout California and the nation, many legislators recognized the need and demand for bicycle-oriented facilities. This recognition inspired legislation directed toward funding assistance for creating bicycle systems and facilities. This legislation provides for discretionary grant monies, and is briefly described below.

1. Federal Funds

The Bicycle Transportation Section of the Surface Transportation Assistance Act of 1982 revised Section 217 of Title 13 of the United States Code to promote bicycle transportation by authorizing 100% Federal-aid funding of bicycle facilities as follows:

- * FAP, FAS, and FAU funds may be used to pay 100 % (no match) of the cost of independent bicycle projects. These projects do not have to be on the Fed-Aid system, and may include a variety of facility types such as roadway and bridge modifications to safely accommodate bicycle traffic; construction of secure bicycle parking facilities;

bicycle lanes as part of the roadway; and separate bicycle paths.

- * These Federal-aid funds may also be used to pay 100% of the cost of nonconstruction projects such as the development of maps for bicycle travelers, and the development of training material related to bicycle transportation safety.

FAI, FAP, FAS, and FAU funds may continue to be used with the normal match for the construction of bicycle facilities as incidental features of highway improvement projects.

2. State Funds

Section 156.10 of the Streets and Highways Code permits the Department of Transportation to construct and maintain nonmotorized facilities where such improvements will increase the capacity or safety of a state highway.

Section 157.4 requires that the California Transportation Commission budget a minimum of \$360,000 per year for the construction of nonmotorized transportation facilities, to be used in conjunction with the state highway system. Historically, the CTC has budgeted amounts in excess of the required minimum. However, recently the CTC is not dedicating much more than the minimum required by law for bicycle facilities.

3. Local Funds

Section 2106 of the Streets and Highways Code requires that a sum of \$30,000 per month of the

locals' share of state gas tax revenues be deposited in the Bicycle Lane Account (BLA) of the State Transportation Fund. Allocation to cities and counties for bicycle projects is by the Department of Transportation, in accordance with provisions in Sections 2370 through 2392 of the Streets and Highways Code. Sections 2377 and 2378 require a local bikeway master plan as a condition for funding. It is intended that these funds be used to assist local agencies in developing a system of bicycle facilities that will enhance the environment for bicycling transportation (i.e. commuting). Local agencies must fund at least ten (10) percent of the cost of BLA projects.

The Transportation Development Act (SB-325) provides for the use of local transportation funds for pedestrian and bicycle facilities. Section 99233.3 permits two percent of these funds to be used for such purposes. These funds are administered by the Regional Transportation Planning Agency and Amador County LTC has adopted a policy to set aside two percent (2%) of their LTF for pedestrian and bicycle purposes. Two percent of Amador County's LTF allotment amounts to approximately \$5,000 per year.

F. SUMMARY OF REVENUES AND EXPENDITURES

In the Action Element various projects and programs were identified for implementation as the Short-Range Plan

(1984/85--1988/89). In this Financial Element various revenues sources were identified to implement the Short-Range Plan. To match these two components is not a simple matter of direct comparisons. This is primarily due to the discretionary nature of several funding sources.

For those programs where discretionary funding is required, it will be the responsibility of the lead agency to initiate and procure these funds. Discretionary funding is prominent in the aviation, bicycle, and transit programs.

The Short-Range State Highway Program is summarized on Table 29. This table shows that the programmed projects amount to \$8.5 million, which is approximately the amount that would be appropriated to Amador County under the county minimum requirement outlined in SB 215.

Table 30 summarizes the various revenue sources available to Amador County for roadway purposes. Because of the various demands for these funds (e.g. administration, maintenance, construction, etc.) no attempt will be made to match short-range projects with these funds. This is a local management responsibility and is reviewed each year at budget time.

No summary of revenue estimates has been listed for the cities in Amador County. It is hoped that the revenue projections contained in this plan will be useful in developing each city's transportation improvement program.

AMADOR COUNTY

TABLE 29

SHORT-RANGE PLAN SUMMARY

STATE HIGHWAY EXPENDITURES
(Escalated Costs \$000)

	Project Costs 1984 Dollars	Proposed Year of Expenditure					5-Year Total
		1984-85	1985-86	1986-87	1987-88	1988-89	
(State Escalation Rates)		(7%)	(9%)	(8%)	(8%)	(8%)	
Six Programmed Projects	\$6,049		\$1,974	\$2,602	\$3,201	\$ 678	\$8,455
One Non-Programmed Project	439	470					470
TOTALS	\$6,488	\$ 470	\$1,974	\$2,602	\$3,201	\$ 678	\$8,925

SOURCE: 1984 RTP (Short-Range Plan)

Note: In addition to the above projects, some minor program projects (less than \$250,000) will probably be programmed for Amador County in the next 5 years.

TABLE 30

SUMMARY

ESTIMATED TOTAL REVENUES - AMADOR COUNTY FUNDS

USABLE FOR ROADWAY PURPOSES

<u>Funds Source</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>1988-89</u>	<u>5-Year Totals</u>
Forest Lands ($\frac{1}{2}$ total reimbursement)	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$ 750,000
Traffic Fines and Forfeitures	70,000	70,000	70,000	70,000	70,000	350,000
In-Lieu Fees	381,000	381,000	381,000	381,000	381,000	1,905,000
Exchange Dollars + State Match	178,000	178,00	178,000	178,000	178,000	890,000
Unobligated Exchange \$ + S.M. (Prior Bal.)	623,000	---				623,000
Local Gas Tax (Section 2104 & 2106)	495,200	496,800	493,300	486,400	487,700	2,459,400
*TDA (Amador County's portion for road purposes)	52,400	43,300	42,600	39,400	35,500	213,200
Other Revenues	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -	- 0 -
Totals	\$1,949,600	1,319,100	1,314,900	1,304,800	1,302,200	7,190,600

*The availability of TDA Funds for Street and Road purposes is contingent upon an annual funding by the LTC following the public hearing process, that all unmet transit needs which can reasonably be met are satisfied. The above TDA figures reflect the remainder of TDA funds for Amador County after funding the Transit program shown on Table 17, 2% for bicycle and pedestrian facilities, and a \$20,000 per year estimate for program administration.

G. FINANCIAL RECOMMENDATIONS

Although this 1984 RTP Update was developed for the most part as a financially constrained plan (assuming discretionary funding will be available), there is a major concern that funding for future transportation projects and program needs in Amador County will fall considerably short. In order to provide needed funding to support local transportation programs, the Amador LTC recommends to the California Transportation Commission that the following measures be considered for action:

1. After completion of the interstate highway system, the federal fuel tax should be rescinded. (SB 215 requires that the state increase state fuel tax the amount of any federal fuel tax reduction.)
2. Implement county minimums outlined in SB 215 as much as possible.
3. Either index gasoline taxes or impose hybrid tax consisting of percentage and per-gallon tax rates.
4. Return state north-south funds split to 45 percent north and 55 percent south.
5. Special funding should be provided for scenic highways and recreational routes.
6. Increase the amount of Motor Vehicle In-Lieu fees distributed to rural counties.
7. Amend the State formula to allocate more fuel tax funds to rural counties within California. Put emphasis on "maintained miles of road," rather than population.
8. Impose local gas tax of 2¢/gallon (requires approval by local voters).
9. Impose local sales tax of 1¢ (requires approval by local voters).

VI. ENVIRONMENTAL ASSESSMENT

As part of the original plan adoption process in 1975, the Amador LTC adopted an extensive Environmental Impact Report and Addendum. The EIR was distributed to all appropriate agencies and individuals for comments and a public hearing was conducted.

Each subsequent update of the Regional Transportation Plan (1976, 1977, 1978, 1980, and 1982) for Amador County was reviewed and each plan did not substantially change from the original 1975 RTP; therefore, no additional environmental studies have been made.

A comparison of this 1984 RTP Update with the findings in the 1975 EIR and Addendum reveals no significant differences exist in plan intent, changes in site conditions, or regulations. Therefore, the Amador LTC finds the 1975 EIR is still adequate. Additionally, individual projects listed in this plan will require an environmental assessment.

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